



# **CITY OF DES MOINES COMPREHENSIVE PLAN**

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## **PREFACE**

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This document provides policy guidance regarding land use and related matters for the area known as the City of Des Moines (Figure 1-1). The Washington State Growth Management Act (RCW 36.70A) requires that Des Moines prepare and adopt a 20-year land use plan. This document is consistent with the Growth Management Act, the King County Countywide Planning Policies, and the plans of adjacent/affected jurisdictions.

As an expression of the intent, vision, and values of the City of Des Moines, the contents of the City of Des Moines Comprehensive Plan should guide the decisions of elected officials, appointed officials, city staff, property owners, consultants, and the providers of public services.

As required by the Growth Management Act, development regulations must be consistent with the contents of the Plan. While this document provides policy direction, specific regulations are contained within the Des Moines Municipal Code, or the regulations of other agencies with jurisdiction.

### **Comprehensive Plan Legislative History**

Ordinance No. 1128	Adopting revisions to the Conservation Element	4/95
Ordinance No. 1131	Adopting a Housing Element	5/95
Ordinance No. 1160	Adopting the Comprehensive Plan	12/95
Ordinance No. 1176	Adding the Woodmont Redondo Community	12/96
Ordinance No. 1204	Mandates from the Hearings Board	12/97
Ordinance No. 1220	Mandates from the Hearings Board	10/98
Ordinance No. 1238	Map Changes	5/99
Ordinance No. 1265	Adopting the Pacific Ridge Neighborhood Element	7/00
Ordinance No. 1332	Amending the Parks Element	12/03
Ordinance No. 1376	Amending the City of Des Moines Comprehensive Plan	01/06
Ordinance No. 1425	Amending the land use map and Environmental Element	01/08
Ordinance No. 1469	Amending the land use map and Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 5 Capital Facilities Element, Chapter 6 Parks, Recreation and Open Space Element, Chapter 10 Downtown Element and Chapter 11 Pacific Ridge Element	11/09
Ordinance No. 1499	Amending Chapter 1 General Planning Element, Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 4 Conservation Element, Chapter 5 Capital Facilities Element, Chapter 6 Parks, Recreation and Open Space Element, Chapter 7 Housing Element, Chapter 10 Marina District Element and Chapter 11 Pacific Ridge Element	11/10
Ordinance No. 1528	Amending the land use map and Chapter 2 Land Use Element	12/11
Ordinance No. 1532	Amending Ordinance No. 1528, thereby amending Chapter 2 Land Use Element, Chapter 3 Transportation Element, Chapter 6 Parks, Recreation and Open Space Element, and Chapter 7 Housing Element, and adding a new element entitled “Chapter 12 Healthy Des Moines Element”	01/12

Ordinance No. 1551      Amending the land use map, Chapter 2 Land Use Element  
and Chapter 6 Parks, Recreation and Open Space Element

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# CHAPTER 1: GENERAL PLANNING ELEMENT

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## **1-01 GOALS**

**1-01-01** To actively guide and manage growth in a way that preserves and enhances the quality of life in Des Moines and its diverse neighborhoods.

## **1-02 BACKGROUND AND CONTEXT**

**1-02-01** The City of Des Moines Comprehensive Plan was adopted in 1995 and was entitled the *Greater Des Moines Planning Area Comprehensive Plan*. The original plan has been amended according to the Legislative History included on page one of this document. Since 1995, the majority of potential annexation areas that surrounded the City have been annexed by Des Moines and surrounding cities. To reflect this change in conditions, the name of this document has been changed to the *City of Des Moines Comprehensive Plan*.

**1-02-02** The City of Des Moines has undergone rapid growth and development during the last ten years largely due to annexations. Current economic conditions and forecasts suggest that growth will continue within the existing city boundaries throughout the next decade.

**1-02-03** Growth and development within Des Moines are influenced by activities outside the city, including: Seattle-Tacoma International Airport (STIA), regional economic trends, regional transportation systems and commuting patterns, regional development plans, development within bordering jurisdictions and state regulations.

**1-02-04** Des Moines is bordered by the Cities of Kent, Normandy Park, Burien, SeaTac, and Federal Way.

**1-02-05** The 1990 Growth Management Act, that was adopted by the 1990 State Legislature and has been amended several times, requires Des Moines to undertake numerous planning activities including but not limited to:

- (1) Adopt a Comprehensive Plan.
- (2) Adopt development regulations in conformance with the Comprehensive Plan.
- (3) Make capital improvement decisions in conformance with the Comprehensive Plan.
- (4) Coordinate planning with neighboring jurisdictions.
- (5) Regularly review and amend the Comprehensive Plan.
- (6) Involve citizens in the process of updating and amending the Comprehensive Plan.

## **1-03        POLICIES**

**1-03-01**        Manage community growth so that overall public benefits exceed public cost.

**1-03-02**        Utilize the Comprehensive Plan as the policy basis for preparing neighborhood plans, establishing development regulations, prioritizing capital improvement construction, reviewing individual development proposals and making other decisions affecting the growth and development of Des Moines and the surrounding area.

**1-03-03**        Monitor, review and update the Comprehensive Plan annually to reflect current community values, economic conditions, and technologies.

**1-03-04**        Promote citizen involvement in updating the Comprehensive Plan, preparing development regulations, and reviewing major development proposals.

**1-03-05**        Plan for and regulate development to enhance the quality and maintain the unique character of Des Moines' neighborhoods and business districts.

**1-03-06**        Establish and enforce development standards that are clear, predictable and allow for flexibility to account for unique circumstances.

**1-03-07**        Coordinate planning for Des Moines with state, regional, county-wide and neighboring jurisdictions' planning activities.

**1-03-08**        Cooperate with other governmental bodies, institutions and businesses and assume a leadership role in pursuing activities of mutual benefit.

**1-03-09**        Cooperate with adjacent jurisdictions to adjust irregular municipal boundaries when the adjustment is in the best interest of Des Moines.

## **1-04        STRATEGIES**

### **1-04-01        Planning Consistency**

- (1) As part of the Comprehensive Plan, prepare plans guiding growth and development in each of the following neighborhoods in Des Moines (Figure 1-1, Neighborhood Planning Areas map):

- |                        |                   |
|------------------------|-------------------|
| (a) Central Des Moines | (f) Pacific Ridge |
| (b) Marina District    | (g) Woodmont      |
| (c) North Central      | (h) North Hill    |
| (d) Zenith             | (i) Redondo       |
| (e) South Des Moines   |                   |

- (2) Update the Zoning Code, Subdivision Code and other development regulations to be consistent with the policies of the Comprehensive Plan.
- (3) Evaluate proposed subdivisions, rezones, conditional use permits, planned unit developments, unclassified use permits and other development proposals involving discretionary decisions by the City for consistency with the Comprehensive Plan.
- (4) Evaluate all capital improvement proposals for consistency with the Comprehensive Plan.
- (5) Utilize the authority of the State Environmental Policy Act (SEPA) to ensure that new development is designed and constructed consistent with the Comprehensive Plan. Monitoring and Updating
- (6) Maintain a current record of developed and undeveloped land. Regularly update the record to keep track of development trends.
- (7) Establish a schedule to review one or more elements of the Comprehensive Plan each year so that all elements may be regularly amended to present an accurate statement of existing city policy. This schedule should ensure that each element of the plan is reviewed as often as necessary to remain current, but at least once every five years. A proposed schedule is included in Appendix C. The plan should be amended no more frequently than once each year, except in emergency situations when the City Council determines that a more frequent amendment is necessary in the public interest.

#### **1-04-02      Citizen Involvement**

- (1) Involve citizens in the process of preparing and amending the Comprehensive Plan and development regulations by using such techniques as Planning Agency review, public opinion polls, advisory committees, newspaper articles, public hearings, and public workshops.
- (2) Conduct public hearings on all development proposals that seek changes from existing development regulations (e.g., rezones, variances and planned unit developments) or which are potentially incompatible with neighboring development (e.g., conditional and unclassified uses) prior to city approval of those proposals. Provide an opportunity for public comment on all development proposals subject to SEPA review.
- (3) Notify the public of all development proposals involving SEPA review or public hearings by using the most efficient methods available.

### **1-04-03      Development Standards**

- (1) Review and amend as appropriate the Zoning Code, Subdivision Code and other development regulations to provide high standards for new development.
- (2) Review and amend as appropriate the Zoning Code, Subdivision Code and other development regulations to establish development standards that are clear and predictable, that simplify the review process, and adapt to varied site or neighborhood conditions.
- (3) Consistently and equitably enforce development standards. If such enforcement is not possible, re-evaluate the standards and amend them to be more precisely defined.
- (4) Require property owners to maintain their property consistent with public health, safety, and welfare. Consistently and equitably enforce such requirements.
- (5) As permitted by state and federal law, ensure that all actions required by the City of Des Moines, including but not limited to, approvals, permits and licenses, are consistent with SEPA and the City's lawful exercise of its SEPA authority pursuant to RCW 43.21C.060. The City may impose conditions on any action where such conditions are necessary to mitigate specific adverse environmental impacts identified in environmental documents prepared under SEPA. The City may deny any action if the City finds: (a) the proposal would be likely to result in a significant adverse environmental impact(s) identified in a final or supplemental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

### **1-04-04      Intergovernmental Cooperation/Annexation**

- (1) Participate in planning activities affecting Des Moines undertaken by state agencies, King County, regional agencies, tribes, and special purpose districts. Seek to influence the decisions of those agencies to be consistent with the City of Des Moines Comprehensive Plan. When decisions are made by state, county, regional agencies, tribes, or special purpose districts, and those decisions are clearly in the best interests of the state, county or region, take appropriate steps to implement those decisions within the City of Des Moines. This may include the imposition of conditions necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared under SEPA. The City may deny any action if the City finds: (a) the proposal would be likely to result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

- (2) Work cooperatively with King County, tribes, and other cities within King County to implement the following county-wide growth management goals. Implementation may include the imposition of conditions necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared under SEPA. The City may decide not to implement a proposal if the City finds: (a) the proposal would be likely to result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).
- (a) Protect and preserve environmental features, and air and water quality.
  - (b) Acquire open space and develop parks and recreation opportunities.
  - (c) Preserve significant historic features and buildings.
  - (d) With consideration of Des Moines' existing stock of low and moderate income housing, address the need for housing for all income groups, including low and moderate income households.
  - (e) Provide for urban densities in areas where adequate public facilities and services are in place or will be in place concurrent with development approval.
  - (f) Provide for economic development that meets regional employment needs and a local balance of jobs and housing.
- (3) Monitor and seek to influence planning activities and development decisions of neighboring jurisdictions affecting the neighborhoods surrounding Des Moines, and seek to influence those decisions consistent with the City of Des Moines Comprehensive Plan.
- (4) Straighten irregular boundaries between Des Moines and neighboring communities where such irregularities adversely affect the ability to manage growth, provide municipal services, and reinforce or establish community identity.

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## CHAPTER 2: LAND USE ELEMENT

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### **2-01**      **GOALS**

**2-01-01**      Preserve and enhance the diverse residential neighborhoods of the community and serve them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses; protect environmentally critical areas, and promote economic development.

**2-01-02**      Remove physical and regulatory barriers to healthy food access in support of improved nutritional eating, reduced incidence of hunger and increased opportunities for physical activity.

### **2-02**      **BACKGROUND AND CONTEXT**

**2-02-01**      The City of Des Moines is highly developed and has well-established patterns of land use. The City is predominantly developed as a single family residential community, with multifamily and commercial development located in the Marina District, and along Pacific Highway, Interstate-5, and arterial streets, such as Kent-Des Moines Road.

**2-02-02**      The City of Des Moines currently has a diversity of housing types. Slightly more than half of the housing units are single family. Apartments, condominiums, retirement homes, mobile homes and group homes comprise slightly less than half of the housing units. Details of population and housing types in the City of Des Moines are provided in Appendix A.

**2-02-03**      The City of Des Moines has more than adequate capacity to meet its GMA residential growth target. The City also has surplus capacity for jobs over its GMA target. Details of the residential, commercial, and industrial land capacity, as well as housing densities and targets are provided in Appendix B.

**02-02-04**      Generally, the City of Des Moines meets the residential density requirement of 4 units per acre by neighborhood.

**2-02-05**      Much of the area that has developed as single family has a mixture of single family zone classifications.

**2-02-06**      The City of Des Moines Zoning Map, as authorized by chapter 18.06 DMMC, serves as the City's official zoning map.

**2-02-07** The policies and strategies listed in this section are meant to promote land use decisions and zoning to create future development opportunities in suitable locations for the next 20 years. The policies and strategies are based on land use assumptions developed with the most current Washington State Office of Financial Management (OFM) housing and population data, shown in Appendix A, and the City of Des Moines Buildable Lands Report and current growth targets, shown in Appendix B. The amount of developed, underdeveloped and vacant land within the City of Des Moines is also reported in Appendix B.

**2-02-08** Goals, policies and strategies relating to land use, food access and the transportation system have been shown to influence the health of our local economy as well as the health of our citizens. The City of Des Moines supports land use arrangements and mixes that promote complete communities with access to employment, shopping and leisure activities in a safe, inviting, and walkable environment.

## **2-03**        **POLICIES**

**2-03-01**        Seek a harmonious blend of living, working, shopping, recreational and cultural land uses.

**2-03-02**        Preserve open spaces where appropriate to:

- (1)        Protect environmentally critical areas;
- (2)        Protect endangered and threatened species;
- (3)        Provide visual separation between land use, neighborhood and city boundaries; and
- (4)        Moderate the environmental and visual impacts of new development.

**2-03-03**        Ensure that future development has adequate public facilities and services or such services can be concurrently provided.

**2-03-04**        Preserve the integrity of existing single family neighborhoods.

**2-03-05**        Promote a land use pattern, scale, and density that supports public transportation services and encourages people to walk and bicycle, as well as provide convenient and safe automobile usage.

**2-03-06**        Maintain a balance between single and multifamily dwellings and preserve neighborhood character.

- (1)        Future multifamily development should be limited to areas where the pattern of existing multifamily development and zoning is predominant.
- (2)        Multifamily dwellings should also be permitted in conjunction with commercial developments within the Marina District, provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.

**2-03-07**        Consider townhouse/duplex development in areas that:

- (1)        Are transitional between single family and higher intensity uses;
- (2)        Do not have a dominant pattern of existing and adequately maintained detached single family dwellings; and
- (3)        Are not suitable for future detached single family development; or
- (4)        Are designated for multifamily development.

**2-03-08** Enhance and improve the economic health of existing business districts and recognize each district's special attributes.

- (1) Promote new development and redevelopment within the Marina District to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
- (2) Promote new development and redevelopment within the Marina District to create a vibrant district with a quality mix of businesses that will enhance the waterfront and serve as a destination for local residents and visitors. Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the *Marina District Design Guidelines*.
- (3) Promote new development and redevelopment within Pacific Ridge to create a district with a broad range of uses, serving a local and regional clientele and using the *Pacific Ridge Design Guidelines* to reduce crime and create a better working and living environment.

**2-03-09** Future development in the North Central Neighborhood shall recognize

- (1) The impact to the district of existing aircraft noise.
- (2) Plans for future business park and similar commercial development within the district and north of the district, within the City of SeaTac;
- (3) The impact of future development to existing development within and adjacent to the district;
- (4) Requirements of new development for transportation and other infrastructure improvements; and
- (5) The potential for new development to enhance the economic or environmental quality of the City.

**2-03-10** Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users, or promote public access to the shoreline.

**2-03-11** Regulate the siting of incompatible uses adjacent to the Sea-Tac airport, as defined in RCW 36.70.547 and the Washington State Department of Transportation's *Airports and Compatible Land Use Guidebook*, M 3074.00 (January 2011).

**2-03-12** Recognize the City of Des Moines Comprehensive Plan Preferred Land Use Maps, Figures 2-3 through 2-11, as the official land use maps of the City of Des Moines, providing a geographic representation of the Land Use Element Goal and Policies. Recognize

the City of Des Moines Zoning Map as the official zoning map. Undertake all planning activities to implement and support the designated land use pattern.

**2-03-13** Recognize that the existence of concomitant agreements, contract rezones, development agreements and similar restrictions may limit the degree to which properties may be developed. Such restrictions established by the City shall be given substantial weight during consideration of requested amendments.

**2-03-14 Healthy Community**

- (1) Support fresh food distribution through farmers markets, urban farm stands, urban agriculture, community gardens and Community Supported Agriculture programs.
- (2) Encourage mixed-use, pedestrian, and transit-oriented development along major transit corridors and near transit nodes to enable residents to be physically active through daily activity, such as walking to school, work, and shopping.
- (3) Support concentrations of neighborhood, community, and retail amenities and services in close proximity to residential neighborhoods.

## **2-04        STRATEGIES**

**2-04-01**        Prepare specific land use plans for the neighborhoods shown on the Neighborhood Planning Areas Map (Figure 1-1).

**2-04-02**        The City of Des Moines shall integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social and economic goals and objectives.

**2-04-03**        Create consistency between the uses designated in the City of Des Moines Comprehensive Plan with those designated on the City of Des Moines Zoning Map. The zoning map included as Appendix D, or as amended, shall officially designate land use and density in the City. Single family residential designated by the Zoning Map must reflect and maintain the existing neighborhood character by providing a variety of densities.

**2-04-04**        Land designated by the Land Use Map for public facility should be used for public and quasi-public capital improvements such as government administrative offices, utility distribution, storage, processing, and maintenance facilities, marinas, schools, public safety and fire protection facilities, and libraries.

**2-04-05**        Zoning should be brought into conformance with the City of Des Moines Comprehensive Plan Land Use Map.

**2-04-06**        Require all zoning changes to conform with the land use pattern designated on the City of Des Moines Comprehensive Plan Land Use Map. Require that all rezones consider, among other relevant considerations, the following:

- (1)        The effect upon the physical and biological environments;
- (2)        The effect on the economic, social and cultural environments;
- (3)        The impact on adjacent land uses and neighborhoods; and
- (4)        The impact on community and regional facilities, utilities, and transportation.

**2-04-07**        Prohibit the development of new mobile home parks, but allow existing mobile home parks to remain as nonconforming uses. Establish setback and other development standards to govern replacement mobile homes in existing mobile home parks.

**2-04-08**        Encourage improvement of the Marina District and Pacific Ridge Neighborhood by working with the business community and other representative organizations to achieve the goals of the City of Des Moines Comprehensive Plan.

**2-04-09**        Allow master planning and planned unit development techniques for unique or unusual sites where innovative development patterns are desirable.

- 2-04-10** Seek to abate existing incompatible uses in all neighborhoods when such abatement is consistent with public health, safety and welfare.
- 2-04-11** Negotiate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.
- 2-04-12** Prepare a subarea plan/s, prepare zoning amendments and prepare design guidelines for the light rail station areas to be located within the South Des Moines and Woodmont Neighborhoods, considering the joint planning with the City of Kent on the Midway area.
- 2-04-13** Permit home occupations in residential neighborhoods if they comply with standards that ensure compatibility with the neighborhood as defined by DMMC and state law.
- 2-04-14** Allow lot averaging in residential zones as regulated by the DMMC and state law.
- 2-04-15** Recognize the need for public and quasi-public facilities (parks, schools, churches, day care facilities) which play an important role in maintaining viable neighborhoods. Provide standards for these uses to ensure compatibility with neighborhoods. )
- 2-04-16** Require that new development maintain and enhance on-site open spaces, and provide on-site recreation facilities in new subdivisions and multifamily developments or pay appropriate in-lieu fees as required by the DMMC.
- 2-04-17** Seek to minimize negative impacts of new development on neighborhoods by providing uniform standards at the interface of incompatible land uses which address, but are not limited to, the following: site access and circulation; structure height, bulk, and scale; preservation of views; separation of buildings; landscaping; density; and noise buffering.
- 2-04-18** Establish standards for new development to provide on- and off-site roadways, utilities and other public facilities as necessary to serve the additional demand generated by the development.
- 2-04-19** **Healthy Community**
- (1) Consider development regulations that allow farmers markets, urban farm stands, Community Supported Agriculture distribution locations and community gardens as permitted uses and provide for the on-site sale and delivery of healthy food and beverages.
  - (2) Support joint-use agreements for potential sites, such as publicly-owned, school or church properties, to allow community gardens and operation of mini farmers markets, farm stands or Community Supported Agriculture distribution to increase access to fresh produce.

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## CHAPTER 3: TRANSPORTATION ELEMENT

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### Vision

To create and maintain an efficient and safe multi-modal transportation system that provides mobility for all users – residents, businesses, employees, students and visitors.

### **3-01**            **GOALS**

To ensure the Transportation Vision is achieved, the City has the following goals:

Goal TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

Goal TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

Goal TR 3: Require construction of transportation facilities needed to support new growth that achieves adopted level of service standards on the City's transportation network.

Goal TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

Goal TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations and to support a healthy lifestyle.

Goal TR-6: Establish parking strategies to support economic activity, transportation, circulation, and existing and future land uses.

Goal TR-7: Pursue funding for transportation improvements from all potential sources.

Goal TR-8: Strive to minimize impact on the environment for all transportation projects, and consider context sensitive design strategies when appropriate.

Goal TR-9: Reduce congestion, air pollution and fuel consumption through Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs.

Further details on these transportation goals is provided in Section 3-03.

### **3-02**            **BACKGROUND AND CONTEXT**

#### **3-02-01**        **Introduction**

Transportation plays an important role today and in the future for the city envisioned by the community and City leaders. The transportation system not only affects the quality of life for residents, but also the City's economic vitality. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, and to connect people to the services they need. The transportation system is the backbone of the community, and it defines the character of our City.

Des Moines' transportation system is comprised of several features, including streets, sidewalks, bicycle facilities, trails, state highways, and King County Metro and Sound Transit public transit services. These components cross or overlap jurisdictional boundaries. For example, King County Metro Transit operates its buses within Des Moines, and relies on the City's streets and traffic signal systems to deliver these services. The City's responsibility is to provide a reasonably safe, efficient, and dependable transportation system for residents and businesses. The City Council's Transportation Vision for the City is supported by nine Goals. These goals will guide the City's decisions about projects and funding ensuring that the Transportation Vision is reached.

Each community has a set of values – specific community characteristics that they intrinsically value. These values are rarely written down but they are reflected by the people who are elected to represent the community and by the City's adopted goals and policies. Community values – such as mobility, safe streets and neighborhoods, frequent transit service, convenient parking – are reflected in the City's overarching vision for the transportation system and supported by goals, policies, and strategies. For the City, planning for the future involves understanding what is likely to happen and identifying ways to manage that change.

### **3-02-02      The Future Transportation System**

The City of Des Moines should be prepared to see substantial change over the next 20 years. Growth along the Pacific Highway South corridor, the Des Moines Creek Business Park development, and expansion of Highline Community College are just a few of the planned activities within the City that will provide new opportunities for housing and employment. The City and the Region are expected to grow, as the economy recovers. Population and employment growth will add vehicle, transit, and personal trips to the transportation network within the City. Understanding the future nature and volume of traffic in the City of Des Moines as well as the region, makes it possible to identify transportation issues and to suggest appropriate facility improvements to meet the demands. The City has developed a Comprehensive Transportation Plan to help prepare for the future.

### **3-02-03      Comprehensive Transportation Plan (CTP)**

The Growth Management Act (GMA) specifies several minimum requirements that must be included in the Transportation Element of the City's Comprehensive Plan. These include (1) land use assumptions used in estimating travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) level of service standards, (4) identification of improvements that correct deficiencies and meet future needs, (5) multi-year financing plans and policies, (6) strategies for intergovernmental coordination, and (7) demand-management strategies.

The CTP adopted by Ordinance #1458 on June 11, 2009 was developed with the intent to meet the requirements of the GMA found in RCW36.70A.070 (6), and all of these GMA requirements have been met through the City of Des Moines CTP effort. The CTP, as may be amended from time to time, is therefore adopted by reference to the Transportation Element. The CTP is posted and available on the City's website.

The CTP was developed with the intent to preserve the quality of life for residents and to support a viable economic future for the City. The City Council and staff will use the CTP to make decisions regarding future transportation investments.

The CTP is consistent with the Land Use Element. The land use assumptions used in estimating travel demand are described in Chapter 4 of the CTP. The resulting growth in employment and housing are included in Figures 3-1 and 3-2 at the end of this Chapter. The City completed an inventory and evaluation of the existing transportation facilities and services and established level of service standards, and developed an estimate of the traffic impacts resulting from the growth assumptions. Specific actions and improvements necessary to accommodate the City's planned growth and meet the level of service standard were identified in the CTP. In compliance with the GMA, the CTP addresses traffic growth out to the year 2030 (more than the 10 year requirement). The CTP provides a financing plan, demand management strategies, and includes a pedestrian and bicycle component. The CTP which is developed for and reflects the values of the community was created in collaboration with stakeholders. The community outreach program provided a variety of forums for stakeholders to learn about the CTP and provide feedback to the City.

The policies and strategies in the Transportation Element of the City of Des Moines Comprehensive Plan are a summary of the CTP's findings, goals, and policies.

### **3-02-04      Level of Service Standard**

The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The term "level of service" is used to define a way to measure the operational performance of street or intersection. The level of service considers the perception by drivers in terms of speed, travel time, the freedom to maneuver, traffic interruptions and delays, and comfort and convenience.

The City uses the Level of Service (LOS) as defined in the Highway Capacity Manual (HCM). Supporting information on Level of Service can also be found in 'A Policy on Geometric Design of Highways and Streets' (commonly referred to as *The Green Book*) published by the American Association of State Highway and Transportation Officials (AASHTO).

The Level of Service Standard for the City of Des Moines (based on the AM or the PM peak hour) is LOS D, with exceptions for selected intersections along major arterials and in the Marina District, which may operate at LOS E or LOS F. Locations with a LOS F standard include the intersections of South 216<sup>th</sup> Street and Pacific Highway South, Kent Des Moines Road and Pacific Highway South, and Redondo Way and Redondo Beach Drive. Intersections with a LOS E standard include the Marina District intersections along 7<sup>th</sup> Avenue South and Marine View Drive between Des Moines Memorial Drive and Kent-Des Moines Road and the SR 99 intersections of South 220<sup>th</sup> Street/Pacific Highway South and South 224<sup>th</sup> Street/Pacific Highway South. In addition, all signalized intersections must not exceed an Xc of 1.0 using a 120 second cycle length. However, the intersection of Kent Des Road/Pacific Highway may

operate at an  $X_c$  equal to 1.2 using a 150 second cycle length. The level of service standards are depicted in Figure 3.8.

### **3-02-05 Building the Transportation System**

The Des Moines CTP has identified numerous capital improvements necessary over the next 20 years to meet the adopted LOS standards, and to provide a safe and efficient multi-modal transportation system.

The capital program needed to build the future transportation system cannot be accomplished through public finance alone. The City will need to secure private investment capital and pool regional resources for the transportation system. Details of planned capital improvements and finance plans can be found in the CTP.

Alternative transportation strategies requiring lower capital investment and maximizing the capacity of the existing system also need to become a viable component of the network. The Des Moines CTP identifies alternative modes (transit, , bicycling, walking) as demand management strategies, and carpooling, changes in work schedules, and parking fees as important components that have historically have been underutilized.

### **3-03 TRANSPORTATION GOALS BY CATEGORY**

As part of the update to the Comprehensive Transportation Plan, some adjustments and updates were made to the Transportation Vision to illustrate how Des Moines envisions itself over the next twenty years. This vision establishes the framework for the goals and policies that are developed to ensure the vision can be met.

The transportation goals are organized into nine categories - Transportation and Land Use, Street System, Concurrency, Public Transit, Pedestrian and Bicycle Facilities, Parking, Funding, Environmental, and Transportation Strategies for Sustainability - to make it easier to translate them into more specific policies/strategies, and over time, implement them in an organized way. Most of all, the goals have implications that overlap more than just the single category under which they are listed. While the goals focus mostly on our physical surroundings, they contain implications that affect environmental, economic, and social concerns. The discussion session under each goal is provided for additional context and is intended as explanatory only.

#### **3-03-01 Transportation and Land Use**

GOAL TR 1: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

DISCUSSION: *The transportation system should support the City's land use vision, as described in the Land Use Element. The City vision is consistent with regional land use policies that seek to focus growth within the urbanized area. Population and employment are expected to become more intense surrounding Pacific Highway South between South 216th Street and Kent-Des Moines Road by 2030. (See Figures 3-1 and 3-2 for the allocation of 2030 growth). The City of Kent and Des Moines are jointly planning Envision Midway, a subarea plan that is*

*supporting mixed use and more dense housing in this part of Des Moines. The CTP land development reflects patterns that shift towards a less auto-dependent city and that better support travel options. Research shows that for a given amount of development, higher residential and employment densities generate fewer auto trips than less dense areas.*

CROSS REFERENCE: *See Goal TR 3 regarding concurrency management designed to ensure that new development does not outpace the City's ability to provide the necessary and corresponding transportation services. See Goal TR 4 for land use policies supporting high capacity transit.*

### **3-03-02 Street System**

GOAL TR 2: Provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors.

DISCUSSION:

*The private auto remains the most common mode of travel in the region and the city. For the foreseeable future, the auto will continue to carry the majority of trips within Des Moines. The City will need to accommodate reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods. There are limits to accommodating the automobile; it is neither possible nor desirable to build or widen roadways enough for all trips to be made without delays. Delays at intersections can be reduced but some congestion will be expected during the peak hours. Additionally, the city has a strong interest in maintaining and preserving the existing street system and operating it efficiently and effectively. Figures 3-3 and 3-4 show the improvements needed to the street network to meet the future needs. For streets to meet the needs of other users --pedestrians, bicyclists and transit users, the facility needs to be planned and designed with those needs in mind.*

CROSS REFERENCE:

*See Goal TR 1 regarding the interconnection of land use and transportation. See Goal TR 3 for concurrency management - a way to ensure that new development does not outpace the city's ability to provide transportation services.*

### **3-03-03 Concurrency**

GOAL TR 3: Require construction of transportation facilities needed to support new growth and achieve the adopted level of service standards on the City's transportation network.

DISCUSSION:

*The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. The GMA requires that if development causes the service level of a facility to fall below a defined level of service standard, the state's concurrency rule requires that deficiencies caused by development be mitigated concurrent with the development (within 6 years) or the permit for that development be denied. The term "level of service" (LOS) measures the operational performance of a transportation facility, such as a street corridor or intersection. LOS considers the speed, travel time, freedom to maneuver, traffic*

*interruptions and delays, and the driver's comfort and convenience. To enforce the concurrency requirements of the GMA, the City defined a LOS standard for transportation facilities and applies that designated LOS standard to measure traffic during the AM and PM peak hours of the commute, generally the worst traffic conditions during a typical day.*

CROSS REFERENCE:

*City and regional land uses impact the number of vehicles on the street network. (See Goal TR 1)*

### **3-03-04      Public Transit**

GOAL TR 4: Encourage the expansion of public transit services to provide convenient and affordable transportation alternatives for all residents and employees.

DISCUSSION:

*Transit service is an increasingly important element of Des Moines' transportation system. Improved transit service and new capital investments are integral to meeting the City's land use goals and the needs of the community. Expanding service would improve mobility not only within the City but provide more connections to regional destinations for employment. The City supports regional plans for high capacity transit (HCT) in Des Moines, including RapidRide bus rapid transit and Link Light Rail, and the expansion of local bus service needed to provide convenient connections with these systems.*

*However, unlike the street and non-motorized systems, the City does not directly provide transit service. Instead, the City must coordinate service expansions and changes with the region's two providers --- Sound Transit and King County (Metro). The City often works with other cities in South King County to lobby these providers for expanded service and better transit options for residents. Figure 3-5 recommends a set of transit improvements for the short term, mid-term, and long term.*

CROSS REFERENCE:

*City policies promote transit-supportive land uses (See Goal TR1), including higher densities and enhanced circulation for pedestrians, and call for new developments to provide convenient pedestrian access to transit stops (See Goal TR5). City policies support the programs of Sound Transit and King County Metro that expand the number of transit routes and increase the frequency of service on existing routes.*

### **3-03-05      Pedestrian and Bicycle Facilities**

GOAL TR 5: Provide a connected network of non-motorized transportation facilities to provide access to local and regional destinations, and to support a healthy lifestyle.

DISCUSSION:

*The City is committed to providing the opportunity to walk and bicycle to all residents by supporting safe, efficient, desirable, and accessible pedestrian and bicycle travel.*

*The vision for a future network of trails, sidewalks, bicycle lanes, and other improvements that will benefit all roadway users and the environment are shown in Figures 3-6 and 3-7.*

*The City plans to improve its pedestrian network, focusing first on basic provisions at locations of critical need, with longer term plans to construct additional pedestrian amenities. City's long-term goal is to provide sidewalks and to take advantage of opportunities to provide interim walkways wherever possible.*

*Bikeways, like streets and sidewalks, are used by a wide range of people--children riding to school, commuters riding to work, people exercising, or touring. The recommended bicycle network meets the needs of these various user groups. The network shown in Figure 3-7 has recommended bike lanes (separate), bike routes (on streets shared with pedestrians and/or cars), and bike paths that are for non-motorized use only.*

CROSS REFERENCE:

*Bicycle facilities, and accessible sidewalks and other pedestrian facilities provide safe connections to and from transit. (See Goal TR 4)*

### **3-03-06      Parking**

GOAL TR 6: Establish parking strategies that support economic activity, transportation, circulation, and for existing and future land uses.

DISCUSSION:

*The purpose of establishing parking strategies is to effectively balance the demand for parking with the supply. Parking issues in the City are generally focused around the Marina District, Highline Community College and Redondo, although there are some localized parking concerns within some neighborhoods. The addition of planned transit facilities, RapidRide, Link Light Rail, and potential passenger-only ferry service will create new parking issues and challenges near their stations. As the Marina District continues to develop, parking demand will grow as businesses, retail, and residences increase, leading to more competition for the limited supply of on-street parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking. The City may create and implement a parking program that minimizes on-street surface parking; encourages shared, clustered parking to reduce the total number of spaces needed; and considers reducing parking requirements for developments near transit stations. The City could consider establishing minimum parking standards as regional and local transit service in the neighborhood improves and as light rail is provided in the city.*

CROSS REFERENCE:

*The CTP identifies a set of strategies, a toolbox of the best practices in parking management (CTP Table 4-13), but as the complexity of the actions are considered, a detailed parking plan will provide the best actions for the community.*

### **3-03-07      Funding**

GOAL TR 7: Pursue funding for transportation improvements from all potential sources.



DISCUSSION:

*The CTP consists of improvements to the street network, enhancements for safety and operations, identifies a priority pedestrian network, a bicycle network, provisions for transit facilities and the management of on-street public parking. The City of Des Moines uses several sources of revenue to pay for transportation improvements. However, given the current economic conditions, some of the usual sources are reduced. Implementing the recommended CTP projects will require aggressive exploration of funding resources and careful prioritization of the projects to ensure an effective use of the available funding.*

CROSS REFERENCE:

*Funding is critical for the City to implement plans for all the modes including streets (See Goal TR 2) and pedestrian and bicycle facilities (See Goal TR 5).*

**3-03-08      Environmental**

GOAL TR 8: Strive to minimize impact on the environment for all transportation projects and consider context sensitive design strategies when appropriate.

DISCUSSION:

*Extending into virtually all parts of the urban area, any transportation project has an impact on the environment, the City, and its neighborhoods. Considering the functions and daily life in the immediate neighborhood when planning and designing the facility, minimizes those impacts.*

*Projects with impacts to the local community require a balanced and sensitive approach to planning, design, and construction. The City and its project partners need to understand and implement collaborative approaches that allow all stakeholders to participate in the vision, design, and construction of the project. Context sensitive design is a way to strive for balance. Projects must be supported by sound engineering standards and practices while at the same time, incorporate the needs of the city and neighborhoods involved.*

**3-03-09      Transportation Strategies for Sustainability**

GOAL TR 9: Reduce congestion, air pollution and fuel consumption through Travel Demand Management (TDM) and Commute Trip Reduction (CTR) Programs.

#### DISCUSSION:

*The goals of TDM and the CTR Program are to reduce traffic congestion, air pollution, and fuel consumption by working with major employers to reduce drive-alone commuting. Since the passage of the CTR Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities like Des Moines to work on reducing trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. The state and City goal is to obtain a 10 percent reduction of drive alone trips by 2011. By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR program helps to make the transportation system work more efficiently. A higher proportion of trips made in high-occupancy vehicles, or by walking or bicycling, or avoided altogether during the morning commute means reduced delay for everyone traveling on the system. Both the City and Highline Community College have developed programs to reduce the number of drive alone trips and these are reported in the City's CTR Plan adopted by the City in November 2008.*

#### CROSS REFERENCE:

*Many of the other Goals support this one. Strategies to reduce the number of trips made by SOVs are more effective when supported by land uses that provide the density to support efficient transit services (See Goal TR1); pedestrian friendly neighborhoods and street design standards that support pedestrians (See Goal TR5); and parking management strategies that encourage shared parking and limit on-street parking (See Goal TR6). The City will need to work closely with adjacent jurisdictions and regional transit agencies to ensure that adequate and appropriately located transit service is provided (See Goal TR 4).*

### **3-04        POLICIES**

#### **3-04-01        Transportation and Land Use**

To serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan (Goal TR 1):

- (1) Build a street network that connects to the regional transportation system and to the local street networks in adjacent communities. (CTP TR 1.1)
- (2) Ensure consistency between land use and the transportation plan so that transportation facilities are compatible with the type and intensity of land uses (CTP TR 1.2)
- (3) Transportation system design shall be based on the most current City of Des Moines Transportation data and analysis as compiled in the CTP. Transportation assumptions in the CTP shall reflect the most recent land use assumptions and shall be updated at intervals between five and ten years.
- (4) Consider multi-modal transportation options by providing enhancements to the roadside (widened shoulders and sidewalk where feasible) with connections to civic facilities, recreation areas, education institutions, employment centers, and shopping.

### **3-04-02      Street System**

To provide a street network that serves the needs of Des Moines residents, businesses, emergency services, and visitors (Goal TR 2):

- (1) Establish a functional classification system for the street network, consisting of a hierarchy of street functions that generally describes their intended use. *(CTP TR 2.1)*
- (2) Provide convenient access to business districts and centers including management of traffic congestion. *(CTP TR 2.2)*
- (3) Provide a connected street network or grid pattern that distributes traffic over more streets providing people with more travel routes. *(CTP TR 2.3)*
- (4) Protect residential neighborhoods from overflow and cut through traffic through the City's Neighborhood Traffic Calming Program. *(CTP TR 2.4)*
- (5) Provide opportunities for residents and business owners to give comments on Des Moines' transportation system. *(CTP TR 2.5)*
- (6) Preserve and maintain the existing streets and other transportation infrastructure. *(CTP TR 2.15)*
- (7) The planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible.

### **3-04-03           Concurrency**

To support new growth and achieve adopted level of service standards on the City's transportation network (Goal TR 3):

- (1) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. *(CTP TR 3.1)*
- (2) Deny approval if a proposed development will cause the LOS to fall below the City's adopted LOS standards, unless the developer makes improvements to mitigate the impacts, concurrent with the development. *(CTP TR 3.2)*

### **3-04-04           Public Transit**

To provide convenient and affordable transportation alternatives for all residents and employees (Goal TR 4):

- (1) Promote transit use and support programs that improve transit coverage and service within Des Moines. *(CTP TR 4.1)*

### **3-04-05           Pedestrian and Bicycle Facilities**

To provide access to local and regional destinations, and support a healthy lifestyle (Goal TR 5):

- (1) Build a non-motorized transportation network to provide safe pedestrian and bicycle movement. *(CTP TR 5.1)*
- (2) Prioritize pedestrian and bicycle improvements that provide access to schools, parks and other public buildings. Provide bicycle racks at schools, parks, and other public buildings. *(CTP TR 5.10)*

- (3) Support “Safe Routes to School” programs and education campaigns on traffic, bicycle and pedestrian safety in consultation with school districts.

### **3-04-06          Parking**

To support economic activity, transportation, circulation, and existing and future land uses, establish parking strategies that: (Goal TR 6):

- (1) Require new development in the Marina District to provide a sufficient number of parking spaces either on-site or in a shared parking structure. *(CTP TR 6.1)*
- (2) Restrict or limit parking on principle arterials with the exception of Marine View Drive in the Marina District. *(CTP TR 6.2)*

### **3-04-07          Funding**

To pursue funding for transportation improvements from all potential sources (Goal TR 7):

- (1) Seek funding for projects in the Transportation Improvement Program (TIP). *(CTP TR 7.1)*
- (2) Allocate resources to the CIP and TIP in the following ranked priority: 1) safety enhancements; 2) preservation, maintenance and operation of existing facilities; 3) capacity improvements; 4) projects that improve multiple modes while taking full advantage of funding opportunities as they arise. *(CTP TR 7.2)*
- (3) Evaluate traffic generated by new development and require off-site improvements to the transportation system that are needed to maintain adopted level of service standards. *(CTP TR 7.6)*
- (4) Emphasize investments for the preservation and maintenance of the City's existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for street maintenance revenue. *(CTP TR 7.8)*
- (5) Seek funding to correct locations with identified traffic safety concerns. *(CTP TR 7.9)*

### **3-04-08          Environmental**

To minimize impacts on the environment for all transportation projects (Goal TR 8):

- (1) Balance transportation services with the need to protect the environment. *(CTP TR 8.1)*
- (2) Construct streets and other transportation facilities using construction methods that minimize adverse environmental impacts and impacts to environmentally sensitive areas. *(CTP TR 8.4)*

### **3-04-09          Transportation Strategies for Sustainability**

To reduce congestion, air pollution and fuel consumption through TDM and CTR Programs (Goal TR 9):

- (1) Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include

parking management, individualized marketing, ridesharing and support of non-motorized travel. (*CTP TR 9.1*)

### **3-05            STRATEGIES**

The following strategies will be used to implement the policies stated above.

#### **3-05-01            Transportation and Land Use**

- (1) Prepare and maintain a computerized model of the existing local, state, and regional network, existing traffic levels and levels of service on the network, and projected traffic growth.
- (2) Maintain traffic forecasts for at least 10 years based on land use assumptions.
- (3) Coordinate with neighboring cities on local street network improvements that cross jurisdictional boundaries.
- (4) Prepare and maintain a database of various traffic data including traffic volumes, truck traffic volumes, and turning movement counts.
- (5) Prepare updates to the CTP every five years to ensure that the most recent land use assumptions are reflected in the CTP.

#### **3-05-02            Street System**

- (1) Design and build the street network according to their desired classification.
- (2) Periodically monitor and evaluate traffic patterns to validate appropriate classifications within the street network.
- (3) To the extent possible, maintain the street network within their desired classifications.
- (4) Monitor traffic related concerns and implement strategies in the City's Neighborhood Traffic Calming Program where appropriate.
- (5) Monitor and identify traffic safety concerns, and implement potential corrective measures as necessary. (CTP TR 2.6)
- (6) Establish and regularly update street design and construction standards. (CTP TR 2.7)
- (7) Acquire additional right-of-way (consistent with RCW 35.79) for street segments that contain insufficient right-of-way to allow streets to be developed to the City's desired street classification. (CTP TR 2.8)
- (8) Identify excess, unused, or unnecessary right-of-way for vacation. (CTP TR 2.9)
- (9) Plan a street network that provides convenient access within and between neighborhoods. (CTP TR 2.10)
- (10) Require new development to build streets that connect with or will connect in the future with streets on adjacent developments providing access between neighborhoods. (CTP TR 2.11)



- (11) Require new development to dedicate and improve abutting right-of-way as necessary to meet street design and construction standards. (CTP TR 2.12)
- (12) Consolidate access to properties along principal, minor, and collector arterials, where practical, to maximize the capacity of the street and reduce potential safety conflicts. (CTP TR 2.13)
- (13) Use Intelligent Transportation System (ITS) strategies to optimize the existing street network. (CTP TR 2.14)
- (14) Conduct public meetings and hearings prior to and during the design of major transportation facilities, to inform the public and to gather public input.
- (15) Coordinate the construction of roadways and utilities to avoid the need for road repairs resulting from utility construction after road construction.
- (16) Prepare and maintain a database and inventory of transportation system assets including pavement, traffic signals, street lighting, traffic signs, pavement markings, channelization, guardrails and other system devices.
- (17) Coordinate with other agencies to encourage and facilitate the construction of State Route 509 to Interstate 5.
- (18) Develop multimodal LOS standards as a way to measure and select transportation projects by mode during the next CTP update.

### **3-05-03                      Concurrency**

- (1) Develop and adopt concurrency ordinances in support of the GMA.
- (2) Periodically monitor intersection level of service to verify assumptions within the CTP.
- (3) Using the transportation model and the CTP, identify and prioritize improvements to the street network so that the adopted LOS standard is met.
- (4) Establish procedures and standards for Traffic Impact Studies.
- (5) Require developers to analyze traffic impacts associated with development proposals, and require improvements as necessary to mitigate impacts, concurrent with the development.
- (6) Maintain level of service (LOS) standards that provide for growth and maintain mobility on the existing transportation system. (CTP TR 3.1)

### **3-05-04                      Public Transit**

- (1) Encourage King County Metro and Sound Transit to expand the number of transit routes serving Des Moines and to increase the frequency and span of service on existing routes. (CTP TR 4.2)

- (2) Require developments to provide convenient pedestrian access to transit stops from new commercial, multifamily, and single family subdivisions. Developments should

incorporate facilities, such as transit shelters, bus pullouts, internal circulation paths and landing areas that foster transit ridership. *(CTP TR 4.3)*

- (3) Support plans by other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. *(CTP TR 4.4)*
- (4) Support increased transit service to park-and-ride lots and major transfer points. *(CTP TR 4.5)*
- (5) Support regional plans for high capacity transit (HCT) and opportunities that extend the regional transit system (including BRT and light rail) to provide convenient connections to Des Moines. *(CTP TR 4.6)*
- (6) Investigate the passenger-only ferry demonstration project and require connecting shuttles to area park-and-ride lots and the Marina District. *(CTP TR 4.7)*
- (7) Support Sound Transit light rail (LRT) station(s) in Pacific Ridge, Midway, and Woodmont areas on Pacific Highway South. *(CTP TR 4.8)*
- (8) Support frequent local service linking Downtown, Des Moines businesses and Highline Community College with HCT on Pacific Highway South. *(CTP TR 4.9)*
- (9) Work with Sound Transit to establish a light rail transit stop at South 216th Street. *(CTP TR 4.10)*
- (10) Work with Sound Transit on station area planning for Midway and South 272nd Street stations. *(CTP TR 4.11)*
- (11) Coordinate with the City of Kent for the Midway subarea. *(CTP TR 4.12)*

### **3-05-05 Pedestrian and Bicycle Facilities**

- (1) Promote multi-modal facilities and services within walking/bicycling distances of residential and commercial developments. Constructing sidewalks and walkways within pedestrian corridors that link neighborhoods to schools, parks, transit routes, and businesses is a high priority. Provide bicycle parking at key transit hubs and activity centers in Des Moines. *(CTP TR 5.2)*
- (2) Require all new roadway construction, reconstruction, or widening projects to include sidewalks. Street maintenance activities, including pavement overlays should provide upgrades for curb ramps. *(CTP TR 5.3)*
- (3) Enhance the attractiveness of the Marina District as a pedestrian environment using features such as benches, landscaping, lighting, drinking fountains, bicycle racks, and public art. *(CTP TR 5.4)*
- (4) Work with the Kent, Federal Way and Highline School Districts as well as neighborhood associations to support programs that encourage walking and bicycling to local schools. *(CTP TR 5.5)*

- (5) Design pedestrian crossings consistent with standards in regard to crosswalks, lighting, median refuges, corner sidewalk widening, ramps, signs, signals and landscaping. (*CTP TR 5.6*)
- (6) Provide a bicycle network that supports the use of bicycles as a means of general transportation as well as recreational activity. Construct new streets with sufficient width to allow for bicycling on identified bicycle corridors. (*CTP TR 5.7*)
- (7) Encourage new and existing schools, multi-family and commercial developments to provide bicycle racks and other amenities to support bicycling. (*CTP TR 5.8*)
- (8) Require new or redeveloping properties to design and build sidewalks along property frontage. (*CTP TR 5.9*)
- (9) Actively enforce traffic codes, including those affecting pedestrians and bicyclists.

### **3-05-06                      Parking**

- (1) Provide short term on-street parking unless prevented by right-of-way limitations or unique neighborhood characteristics. (*CTP TR 6.3*)
- (2) Establish street design and construction standards to accommodate on-street parking where feasible.
- (3) Set and enforce parking limits to address parking concerns in neighborhoods. (*CTP TR 6.4*)
- (4) Consider flexible and innovative parking solutions and strategies. (*CTP TR 6.5*)
- (5) Develop a detailed parking plan.

### **3-05-07                      Funding**

- (1) Coordinate with other jurisdictions to fund transportation improvements and participate in joint efforts that improve inter-jurisdictional facilities and achieve economies of scale on similar projects. (*CTP TR 7.3*)
- (2) Partner with neighboring cities or regional transit agencies/providers in order to improve state and federal funding opportunities. (*CTP TR 7.4*)
- (3) Prepare a multi-year financing plan for right-of-way acquisition and transportation improvements. (*CTP TR 7.5*)
- (4) Prepare estimates of the cost to acquire needed right-of-way and to construct needed transportation improvements.
- (5) Identify funding sources and assess the capability to acquire needed right-of-way and fund needed transportation improvements.
- (6) Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system. (*CTP TR 7.7*)

- (7) Require new developments to maintain landscaping when required as part of the development.
- (8) Use traffic data and transportation system databases to prioritize system preservation and maintenance needs so that the use of resources is maximized.

### **3-05-08                      Environmental**

- (1) Construct roads and other transportation facilities to minimize adverse impacts upon surface water runoff, drainage patterns, and environmentally critical areas.
- (2) Incorporate appropriate landscaping in the design of transportation facilities. (*CTP TR 8.2*)
- (3) Provide transportation facilities that fit the character of the neighborhoods through which they pass. (*CTP TR 8.3*)
- (4) Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities. (*CTP TR 8.5*)
- (5) Operate the traffic system to minimize congestion and air quality impacts. (*CTP TR 8.6*)
- (6) Phase construction of roadway and other transportation facilities to minimize any inconvenience to and negative impact upon adjacent property owners.

### **3-05-09                      Transportation Strategies for Sustainability**

- (1) Work with employers to provide commute trip reduction (CTR) measures in the work place that promote alternatives to driving alone. Encourage businesses to minimize peak hour commuting through the use of strategies such as flextime and telecommuting. (*CTP TR 9.2*)
- (2) Encourage new commercial development to implement measures that promote greater use of transit, carpools, van pools, and bicycles, and increase opportunities for physical activity. (*CTP TR 9.3*)
- (3) Coordinate and optimize traffic signal systems to minimize delay and congestion, and maximize the use of existing transportation system capacity.

### **3-06                      CONCLUSION**

These goals, policies, and strategies together with the recently adopted Comprehensive Transportation Plan will help the City leaders who want to make the inevitable changes work for Des Moines, while protecting the best of what we have and recognizing who and what Des Moines will become by preserving a sense of the community, our identity, and pride.

### **3-07                      FIGURES**

Figure 3-1 Growth in Employment (2008-2030)

Figure 3-2 Growth in Households (2008-2030)

Figure 3-3 Intersection and Street Widening Projects (Capacity Projects)

Figure 3-4 Safety and Operations Projects

Figure 3-5 Future Transit Network

Figure 3-6 Priority Pedestrian Network

Figure 3-7 Recommended Bicycle System

Figure 3-8 LOS Standards

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## CHAPTER 4 : CONSERVATION ELEMENT

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### **4-01**        **GOALS**

4-01-01        To protect, improve, and sustain environmental quality through best management practices and the use of best available science.

4-01-02        To protect environmentally critical areas from damage caused by encroachment and development.

4-01-03        To prevent flooding, erosion, sedimentation, water quality, and habitat degradation, and to protect, restore, and enhance all surface waters.

4-01-04        To conserve and replenish fish and wildlife resources.

4-01-05        To protect, improve, and sustain ground water quality and quantity through best management practices, and sound and innovative environmental management.

4-01-06        To protect critical areas from noise impacts.

4-01-07        To protect all streams and wetlands that are in the public interest.

4-01-08        To protect species and their habitats that have been identified as endangered, threatened, or sensitive by the State and Federal governments.

### **4-02**        **BACKGROUND AND CONTEXT**

4-02-01        The City of Des Moines has a natural resource base of land, air, water, vegetation, fish, wildlife, and energy.

4-02-02        Development and urbanization have resulted in serious environmental problems, including but not limited to, flooding; elimination of fish and wildlife habitat; pollution of land, water and air; inefficient energy use; noise; and soil and geologic instability.

4-02-03        Sound planning, best management practices, , best available science (BAS), wise purchases, and application of technology can assist in protecting the remaining natural resource base from further loss or degradation, and can restore or improve the previously lost or degraded natural resource base.

4-02-04        Both individually and interacting as a whole, natural resources provide the essential elements for human life. Moreover, they provide valuable functions to the City of Des Moines, including: control of flooding, surface water runoff, erosion, and sedimentation; groundwater and aquifer recharge; soil and geologic stability; air and water cleansing; and habitat for flora and fauna.



**4-02-05** The uplands and lowlands of the City of Des Moines are linked through the hydrologic cycle. Many of the impacts of urbanization are related to changes in hydrologic processes. Therefore, by focusing planning efforts on watersheds, impacts of development can be better estimated and understood, and solutions better implemented.

**4-02-06** The natural resources of the City of Des Moines are affected by regional influences. Environmental processes and problems do not obey jurisdictional boundaries. Cooperative environmental management among neighboring jurisdictions, tribes, and state and federal agencies can prevent or overcome regionally influenced problems.

**4-02-07** Pollution prevention and environmental improvements require an ongoing commitment from an informed, involved public.

**4-02-08** The natural landscape of the City of Des Moines is made up of various streams, wetlands, shorelines, hillsides, forests and fields. Development has significantly disturbed the natural environment. However, the remaining environmentally critical areas, also referred to as sensitive areas, are important contributors to the City of Des Moines natural resource base and high quality of life.

**4-02-09** The GMA requires that the City of Des Moines designate its critical areas and develop policies and development regulations to protect the functions and values of critical areas using “best available science” (BAS).

**4-02-10** Critical areas within the City of Des Moines include wetlands, streams, areas with a critical recharging effect on aquifers, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas. The locations of critical areas within the City of Des Moines are shown in figures 4-1 through 4-7.

**4-02-11** Critical areas are unique resources, which if preserved and protected, can protect public and private resources from damage or loss due to flooding, erosion, landslides, seismic and volcanic events, soil subsidence, or steep slope failures. Environmentally critical areas also protect ground and surface water quality and quantity. Critical areas are also part of the aesthetic resources in the City and form distinctive features of natural lands and wooded hillsides.

**4-02-12** Surface water management becomes more critical with urbanization as natural areas are covered with impervious surfaces such as buildings, streets, and parking lots. The City of Des Moines’ surface water management program includes prevention and mitigation of problems due to flooding, erosion, and sedimentation.

**4-02-13** State Law (RCW 35. 27.370) grants the City of Des Moines specific authority to prevent and abate the pollution of surface water inside and outside the City and to enact ordinances that contain enforcement provisions.

**4-02-14** The City of Des Moines’s adopted surface water management program contains policies, and programmatic recommendations that enhance the City of Des Moines’ ability to effectively manage surface waters. The surface water management plan and individual basin plans are developed with the cooperation of other affected jurisdictions. The City of Des Moines

also operates a number of capital facilities that reduce flooding, erosion, and sedimentation; mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation.

**4-02-15** The Growth Management Act requires that cities give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. The City must also included best available science when developing protection policies.

**4-02-16** Open spaces, critical areas and public watersheds provide benefits to wildlife. Preserving these resources also serves to protect wildlife.

**4-02-17** The goal of conserving fish and wildlife habitat can be achieved through the implementation of several strategies, including: a) identification and protection, or purchase, of critical fish and wildlife habitat conservation areas; b) linking those critical habitat areas with other protected lands, and c) integrating fish and wildlife habitat and conservation goals into new and existing developments.

**4-02-18** Since fish and wildlife and their habitats do not respect political boundaries, linkages of critical habitat areas should be made across boundaries.

**4-02-19** Buffer requirements for streams and wetlands intended to protect wildlife resources in those critical areas were established using “best available science.” Development regulations have also been established to protect areas with critical fish and wildlife habitat.

**4-02-20** The most effective way to protect and enhance native fish populations is through protection of river, stream, and creek channels, riparian corridors, lakes, wetlands, and watersheds that provide or impact spawning and rearing habitat, food resources, and fish passage. Intermittent streams can also be critical to native fish populations. Presently, fish enhancement facilities and programs are critical to the maintenance of salmon stocks and the fisheries industry.

**4-02-21** Protection of isolated blocks of habitat may not adequately protect wildlife in the City of Des Moines -- critical fish and wildlife habitats and refuges may need to be connected across the landscape through a system of habitat corridors. Some areas may be important because they serve as vital linkages among habitat areas.

**4-02-22** A key element in a comprehensive wildlife protection program is to encourage integration of wildlife habitat into new developments when possible. Protection of wildlife does not need to be at odds with land development.

**4-02-23** Consideration of fish and wildlife during site design and construction can help to protect and preserve habitat areas.

**4-02-24** Benefits to wildlife are enhanced when on-site landscaping includes native vegetation. Retention of natural vegetation can often provide similar aesthetic benefits as areas landscaped with non-indigenous plant materials.

**4-02-25** Policies in other elements that recognize the value of natural amenities and wildlife habitat also serve to meet the goal of integrating wildlife habitat and new development.

**4-02-26** Integrating wildlife goals with public land uses, such as parks, landscaping along roadways, stormwater control facilities, and landscaping around government buildings can help provide important habitat areas.

**4-02-27** Ground water is an important source of water used in the City. In the future, ground water may provide a greater percentage of our water supply needs.

**4-02-28** Rainfall that enters the ground replenishes ground water and provides base flow for streams, wetlands and rivers during periods of limited rainfall. This base flow sustains fish, wildlife, their habitats, and recreational values.

**4-02-29** The natural hydrologic cycle can be altered by development practices and overuse of the aquifer. The result may be depletion of aquifers.

**4-02-30** Groundwater is subject to contamination from human activity. The cost of protection is considerably less than the cost of remediation and replacement.

**4-02-31** The Growth Management Act requires the designation of “areas with a critical recharging effect on aquifers used for potable water.” The procedural criteria to classify critical areas (chapter 365-190 WAC) further defines these areas as areas where an aquifer is a source of drinking water and is vulnerable to contamination that would affect the potability of the water. It is difficult to define and map ground water recharge areas because ground water systems are hydrologically and geologically complex.

**4-02-32** Wellhead protection studies are required by the 1986 amendments to the Federal Safe Drinking Water Act. The three water districts that provide the City’s water; King County Water District 54, Highline Water District, and Lakehaven Utility District, have completed such studies. The studies provide additional information about contamination susceptibility of aquifers and also increase understanding of where aquifer recharge areas are located.

**4-02-33** The functions and values of environmentally critical areas can be severely damaged by improper clearing, grading, filling, refuse dumping, and construction. Such actions need to be reviewed for significant adverse environmental impacts before approval.

**4-02-34** Scientific research has determined that wetlands are best protected by undisturbed buffer areas. Undisturbed buffers are vegetated areas in which no development occurs. The wetland buffer provides food, cover, travel routes, and roosting and nesting sites for many wildlife species. Wetland buffers are also critical to wetland ecology. Construction near or within a wetland or its buffer area can reduce or eliminate these habitat functions. Construction can lead to erosion and increased surface runoff that can cause silt and contaminants to enter the wetland. When upland buffers are present between the development and the wetland, the buffer receives the majority of the impact, thereby protecting the wetland.

**4-02-35** Scientific research has determined that watercourses are best protected by undisturbed buffer areas. In addition to protecting the watercourse, the buffer protects adjacent upland areas from flooding while also providing wildlife habitat. The critical functions of the buffer include shading, input of organic debris, nutrient uptake, bank stabilization, and the interception of sediment.

**4-02-36** Scientific research has determined that unstable slopes are best protected by undisturbed buffer areas. Certain hillsides in the City of Des Moines are either unstable or susceptible to instability when disturbed. These hillsides are underlain by permeable soils, and are subject to seepage. They also include areas that have experienced landslides in the past and have slopes that are being undermined by stream or beach erosion. Construction in these areas is expensive and difficult. Landslides on such slopes can result in enormous public and private costs, and severe threats to public safety and natural resources.

## **4-03** **POLICIES**

**4-03-01** Plan and encourage sound management of natural resources--land, air, water, vegetation, fish, wildlife, and energy--considering entire watersheds and regional influences.

**4-03-02** Review and revise the City's Critical Areas Ordinance, at least every five years, to ensure protection of the ecological functions and values of critical areas from cumulative adverse environmental impacts; and to ensure compliance with the requirements of the Growth Management Act.

**4-03-03** Include "best available science" when reviewing, revising, or developing policies and development regulations to protect the functions and values of critical areas, giving special consideration to the protection of anadromous fisheries.

**4-03-04** Provide protections for critical areas within shorelines, as designated by the City's Shoreline Management Program. Review and revise the City's Shoreline Management Program, at least every five years to ensure protection of the ecological functions and values of shorelines from cumulative adverse environmental impacts, and to ensure compliance with the requirements of the Growth Management Act.

**4-03-05** Explore approaches to regulations and procedures that streamline the permit review process for development in or near shorelines and critical areas.

**4-03-06** Balance social, economic, and environmental goals to land use planning activities.

**4-03-07** Work with citizens, land owners, businesses, neighboring cities, King County, special purpose districts, and private and public agencies to protect and improve environmental quality, seeking shared responsibility and uniform environmental management.

**4-03-08** Promote the preservation of native vegetation and mature trees; revegetation; and appropriate landscaping to improve air and water quality and fish and wildlife habitat.

4-03-09 Regulate significant land clearing, grading, and filling to minimize the area, time, and slope length of exposed soils, and to reduce on-site erosion and off-site sediment transport.

Prohibit any significant clearing, grading, or filling operations prior to drainage and erosion/sedimentation plan approval and implementation.

4-03-10 Regulate public and private development proposals in ways to insure that the valuable functions of natural resources are preserved, restored, or improved.

4-03-11 Analyze the chain of environmental impacts from public and private development proposals in context of the whole watershed. Approve, condition, restrict, or deny development proposals based upon accurate and well-documented environmental information.

4-03-12 Manage solid and hazardous wastes in a manner that results in waste reduction, prevents land, air, and water pollution, and conserves natural resources.

4-03-13 Take measures to control noise pollution and reduce noise impacts.

4-03-14 Regulate land uses to conserve all forms of energy.

4-03-15 Encourage and support education and public involvement programs aimed at protecting environmental quality. These programs should: (1) inform, educate, and involve individuals, groups, businesses, industry, and government; (2) increase understanding; and (3) encourage commitment.

4-03-16 Require review and permit approval before construction activity is allowed to occur within, adjacent to, or likely would affect an environmentally critical area.

4-03-17 Undertake all necessary actions to protect the quality of surface water bodies located in the city.

4-03-18 Reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance ground water recharge; and prevent water quality degradation. The surface waters of the City of Des Moines should be managed through plans, programs and regulations developed by the City of Des Moines in cooperation with affected jurisdictions.

4-03-19 Manage surface water using a watershed approach, with responsibility shared among the City of Des Moines and affected jurisdictions. Emphasize educational programs and implementation of Best Management Practices to reduce pollution entering surface waters.

4-03-20 Consistent with land use density objectives, strive to maintain the existing diversity of species and habitat in the City and maintain a quality environment that includes fish and wildlife habitats that support the greatest diversity of native species.

4-03-21 Protect and preserve habitat for species that have been identified as endangered, threatened, or sensitive by the state or federal government, or as priority species or priority habitats by the County.

- 4-03-22 Designate and protect fish and wildlife habitat conservation areas including:
- (1) Priority species of local importance and their habitat as listed by the most current King County Comprehensive Plan and/or the Washington Department of Fish and Wildlife;
  - (2) Commercial and recreational shellfish areas;
  - (3) Kelp and eel grass beds;
  - (4) Herring and smelt spawning areas, and
  - (5) Wildlife habitat networks designated by the City of Des Moines.
- 4-03-23 Ensure that stream and wetland buffers be of adequate size to protect critical wildlife species and habitat.
- 4-03-24 Protect salmonid habitat by ensuring that land use and facility plans (transportation, water, sewer, power, gas) include riparian habitat conservation measures. Ensure that development within basins that contain fish enhancement facilities consider impacts to those facilities.
- 4-03-25 Work with adjacent jurisdictions and state federal and tribal governments during land use plan development review to identify and protect habitat networks at jurisdictional boundaries.
- 4-03-26 Be a good steward of public lands and integrate fish and wildlife habitat into capital improvement projects when practicable.

## **4-04        STRATEGIES**

### **4-04-01        Conservation Planning**

- (1) Prepare studies of Des Moines area watersheds, identifying environmental problems and short-term and long-term means for solving the problems.
- (2) Identify and rank capital improvement and land acquisition projects that can prevent flooding, protect surface and ground water quality, stabilize hillsides, and protect, restore, and enhance fish and wildlife habitat.
- (3) Require that development proposals provide measures for restoring or enhancing any lost or degraded functions provided by the environment.
- (4) Grading and construction activities shall implement erosion control Best Management Practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.

- (5) Regulate and plan land use and condition development proposals in ways that protect mature trees, native vegetation, stream flow, fish and wildlife habitat, groundwater recharge, and air quality, as well as natural topographic, geologic, and hydrologic features.
- (6) Promote public involvement in restoring, protecting, and enhancing natural resources through such programs as Adopt-A-Stream and the Backyard Wildlife Sanctuary Program, by working with local educational institutions, and by integrally involving citizens in developing, implementing, and monitoring environmental programs.
- (7) Maintain and monitor the Shoreline Master Program to control and regulate development in the shoreline area.
- (8) Maintain development regulations and a permitting system to prevent the destruction of critical areas including wetlands, areas with a critical recharging affect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.
- (9) Designate, map, and protect habitat networks throughout the City of Des Moines from significant adverse environmental impacts.
- (10) In compliance with RCW 36.70A.172, the City should include a record of evidence that it has given “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries. The record should be developed using the criteria set out in WAC 365-195-900 through 365-195-925 to insure that conservation or protection measures necessary to preserve or enhance anadromous fisheries are grounded in BAS.
- (11) Conservation or protection measures necessary to preserve or enhance anadromous fisheries include measures that protect habitat important for all life stages of anadromous fish, including, but not limited to, spawning and incubation, juvenile rearing and adult residence, juvenile migration downstream to the sea, and adult migration upstream to spawning areas. Special consideration should be given to habitat protection measures based on the best available science relevant to stream flows, water quality and temperature, spawning substrates, instream structural diversity, migratory access, estuary and nearshore marine habitat quality, and the maintenance of salmon prey species. Conservation or protection measures can include the adoption of interim actions and long-term strategies to protect and enhance fisheries resources.
- (12) Encourage the integration of native plant communities and wildlife habitats with other land uses where possible. Encourage or require that development protect wildlife habitat through site design and landscaping. Encourage or require that new development within or adjacent to wildlife habitat networks incorporate design techniques that protect and enhance wildlife habitat values.

- (13) Provide technical assistance, education, and information to citizens and groups wishing to install wildlife enhancement projects. Encourage public demonstration projects that show the range of possibilities for integration of wildlife into a variety of land uses. Consider demonstration projects done jointly by the City and a private landowner or organization.
- (14) To the extent permitted by state and federal law, in order to minimize adverse impacts related to noise, protect fish and wildlife habitat conservation areas from environmental noise levels that exceed 55 Ldn (dBA), or the Ldn in existence on the effective date of this element, whichever is higher. To the extent permitted by state and federal law, a reduction in the exterior noise level shall become the new maximum exterior noise level.

#### **4-04-02      Environmentally Critical Areas**

- (1) Identify environmentally critical areas and promulgate performance standards and development regulations for any proposed developments within or adjacent to them.
- (2) Develop and update regulations on development in wetlands and streams, and require an undevelopable buffer of preferably native vegetation adjacent to them that is adequate in size to preserve the natural and beneficial values served by wetlands and streams.
- (3) The City of Des Moines shall evaluate programs and regulations to determine their effectiveness in contributing to ESA listed species conservation and recovery, and shall update and enhance programs and plans where appropriate including evaluation of the Zoning Code, the Critical Areas Ordinance, the Shoreline Master Program, the clearing and grading regulations, the landscaping regulations, best management practices for vegetation management and use of insecticides, herbicides and fungicides. The City of Des Moines shall amend these regulations, plans and best management practices to enhance their effectiveness in protecting and restoring salmonid habitat, taking into consideration the model program developed by the Tri-County Salmon Conservation Coalition and the recommendations of shared strategy.
- (4) Require that development proposals contain measures to stabilize soils, hillsides, bluffs and ravine sidewalls and promote wildlife habitat by retaining critical areas of existing native vegetation.
- (5) Regulate development on bluffs and ravine sidewalls, and require a buffer of undisturbed native vegetation adjacent to them that is adequate in size to insure human safety, health and welfare and to restore and preserve other functions served by bluffs and ravines.



- (6) Restrict development proposals on potentially unstable land, such as areas with erosion, landslide, and seismic hazards, to insure safety and conformity with existing natural constraints.
- (7) Seek public acquisition of environmentally critical areas that have outstanding valuable natural functions and aesthetic assets.
- (8) Administer and enforce adopted land use regulations that protect environmentally critical areas from the impacts of adjacent land uses.
- (9) Require the issuance of a permit and review by the City prior to any construction activity that would occur in, be adjacent to, or would likely affect a critical area. A permit would be required because the functions and values of unique critical areas can be severely damaged by improper refuse dumping, clearing, grading, filling, and construction.
- (10) Using “best available science” (BAS), review and update development regulations pertaining to development in and protection of critical areas (the Critical Areas Ordinance), particularly those which directly or indirectly effect the health of the regions’ anadromous fisheries, in the City of Des Moines, between five and ten years of the adopted ordinance date.
- (11) In designating and protecting critical areas the City shall include BAS, consistent with criteria set out in WAC 365-195-900 through 365-195-925.
- (12) BAS is information that (1) state or federal natural resource agencies have determined represents the best available science, (2) was derived from consultation with qualified scientific expert(s), as defined in WAC 365-195-905, or (3) was produced through a valid scientific process. A valid scientific process should have the following characteristics, as defined in WAC 365-195-905: peer review, methods, logical conclusions and reasonable inferences, quantitative analysis, context, and references.
- (13) Where valid or complete scientific information is not available, the City shall take a precautionary or no risk approach, in which development and land use activities are strictly limited until the uncertainty is sufficiently resolved (as stated in WAC 365-195-920). As an interim approach the City should take an effective adaptive management approach, where the results of land use decisions are scientifically evaluated as to their impacts on critical areas.
- (14) Strive to balance the City’s goals of protecting environmentally critical areas with the other social, cultural, and economic goals of the City of Des Moines Comprehensive Plan.
- (15) Document, on the record, the use of BAS and instances when non-scientific information was used in-lieu-of BAS during the process of developing policies and regulations to protect critical areas and anadromous fisheries. Documentation

should include the relevant sources of BAS. Documentation should also include information that departs from BAS and was used as a basis for critical areas policies and regulations.

- (16) The City should identify and document any non-scientific information (including legal, social, cultural, economic, and political), used as a basis for critical areas ordinance policies and regulations, that departs from recommendations derived from BAS. In these cases the City should provide a rationale for use of such information. The City should also identify potential risks to the functions and values of the critical areas at issue and any additional measures chosen to limit such risk.

#### **4-04-03 Shoreline Master Program**

- (1) **The *Des Moines Shoreline Master Program***(SMP) update was provisionally passed by the City Council Resolution No. 1122 on April 8, 2011. As provided by Chapter 18.90 DMMC, the SMP is incorporated as one chapter of the Des Moines Zoning Code (Title 18 DMMC).

#### **4-04-04 Solid and Hazardous Waste Management**

- (1) Prepare, implement, and monitor a waste reduction and recycling plan consistent with State of Washington law and the King County Comprehensive Solid Waste Management Plan.
- (2) Prepare, implement, and monitor a hazardous waste management plan consistent with State of Washington law and the Local Hazardous Waste Management Plan for Seattle-King County.

#### **4-04-05 Water Management**

- (1) Develop a surface water management program that will:
  - (a) Enhance water quality and control flooding;
  - (b) Effectively use and maintain existing drainage facilities that provide fish and wildlife habitat;
  - (c) Satisfy all regulatory requirements and compliance schedules; and
  - (d) Identify and fund capital improvements.
- (2) Require that development proposals maintain surface water runoff rate, volume, and quality at pre-development levels. Where watershed studies show that the impacts of urbanization are significant, additional measures should be implemented to attenuate drainage problems posed by these impacts.
- (3) Protect and improve surface and ground water quality by requiring development proposals to implement best management practices and other available technology for controlling point and non-point sources of pollution.

- (4) Promote ground water infiltration and minimize surface water runoff by requiring development proposals to limit impervious surfaces.
- (5) Require that development proposals contain measures to control on-site soil erosion and off-site sediment transport during and after construction through the use of best management practices and other available erosion and sedimentation control technology.
- (6) Take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.
- (7) Work with the Washington State Department of Ecology to implement the programs of the Puget Sound Water Quality Management Plan.
- (8) As authorized by the laws of State of Washington (such as RCW 35.24.280), act to prevent and fine any person or private or public entity causing pollution of surface waters flowing through or into the City of Des Moines from up to five miles from its corporate limits.
- (9) Establish and/or maintain enforcement mechanisms that may be used to prevent or stop contamination to surface water quality.
- (10) If surface water contamination is found in the City of Des Moines, consider requesting state or federal investigations or enforcement actions. Consider pursuing all appropriate civil actions under state and federal law to abate the pollution problem, including a citizen suit under the federal Clean Water Act.
- (11) The City of Des Moines shall maintain a map of Critical Areas.
- (12) Protect the quality and quantity of groundwater by:
  - (a) Assisting during implementation of the South King County Groundwater Management Plan.
  - (b) Implement, as appropriate, Wellhead Protection Programs in conjunction with adjacent jurisdictions and ground water purveyors.
  - (c) Encourage or require use of Best Management Practices for new development recommended by the South King County Groundwater Management Plan.
  - (d) Refine land use and critical areas regulations, as appropriate, to protect critical aquifer recharge areas.

- (13) In order to ensure the quality of surface water and protect the health and welfare of its citizens, the City of Des Moines will:
- (a) Establish a program to monitor surface water quality within its boundaries and encourage neighboring jurisdictions to implement similar monitoring programs.
  - (b) Develop plans, programs and regulations, in cooperation with other jurisdictions, to manage the surface waters of the City.
  - (c) Work with other jurisdictions to develop a watershed approach to surface water management that includes implementation of Best Management Practices and public education initiatives.

**4-04-06      Air**

- (1) Require that air pollution generated from all land uses be restricted to federal and state ambient air pollution standards. Restrict air pollution generated from solid fuel burning devices and open burning to state emission standards, curtailment rules, and fuel restrictions.
- (2) When other trees are not available or do not provide the needed screening, require that planting and maintenance of trees be an integral part of City street development standards. Require all developments to include landscaping improvements using trees, shrubs, and ground covers. Undertake measures to ensure the survival and good health of trees and plants.

**4-04-07      Energy**

- (1) Establish construction and site planning standards that result in energy conservation or utilize alternative energy sources.
- (2) Seek to stimulate a land use pattern that encourages an efficient transportation system.
- (3) Implement measures to improve bicycle and pedestrian circulation systems.

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## CHAPTER 5: CAPITAL FACILITIES, UTILITIES, AND PUBLIC SERVICES ELEMENT

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### **5-01**        **GOALS**

**5-01-01**        To ensure adequate public facilities appropriate for the delivery of public services and utilities to accommodate the demand associated with current and future land uses. Such services and utilities should be provided in a manner that maximizes public safety and minimizes adverse environmental impacts.

### **5-02**        **BACKGROUND AND CONTEXT**

**5-02-01**        Capital facilities, utilities, and public services include a variety of properties, improvements and services often administered by governmental agencies for the general public. Examples of capital facilities include City administration buildings, libraries, parks and recreational facilities, and public schools. Utilities include electric, telecommunication, natural gas lines, and refuse collection.

**5-02-02**        Certain facilities and utilities are owned/offered by the City of Des Moines while others are owned/offered by other agencies, special districts, or companies. Public services include police protection, transportation, and surface water management.

**5-02-03**        Transportation and circulation-related facilities are addressed in the Transportation Element and the Comprehensive Transportation Plan. Parks, recreation, and open space are addressed in the Parks, Recreation, and Open Space Element and Parks, Recreation, and Senior Services Master Plan.

**5-02-04**        The population of the City of Des Moines has increased with the development and redevelopment of City land. The City of Des Moines also has grown in size and population by annexation of unincorporated lands, and is now entirely surrounded by other incorporated cities and water. There is little room left for expansion except by infill. It is expected that the number of persons within the City will continue to increase through the 2024 year planning horizon of this Plan.

**5-02-05**        The availability of capital facilities, utilities, and public services directly influences the quality of life in Des Moines. Adequate facilities, utilities, and services are needed to ensure that those who reside and work in Des Moines are reasonably free of safety and environmental hazards, and provided with desired public services.

**5-02-06**        The increase in population within the City has created a corresponding increase in the demand for capital facilities, utilities, and public services.

**5-02-07** The demand for, and the delivery of facilities, utilities, and services is influenced by regional factors, such as regional population densities, and the services provided by other jurisdictions. These regional factors must be considered in the planning for adequate facilities and utilities.

**5-02-08** The siting, construction, and operation of capital facilities and utilities, including essential public facilities, has sometimes resulted in adverse impacts upon nearby properties and the natural environment. The City currently receives more than its fair share of adverse impacts associated with air transportation. Therefore, as permitted by state and federal law, before permitting the siting or expansion of any capital facilities or utilities it is extremely important that comprehensive environmental review of such proposals be completed so that decision makers are fully informed of the proposal's adverse impacts and whether adequate mitigation measures can be implemented to mitigate such impacts.

**5-02-09** Comprehensive plans and capital improvement plans have been prepared by many of the providers of public facilities, utilities, and services within Des Moines. Such plans are applicable to Des Moines' Comprehensive Plan in that they contain detailed inventories of existing improvements, projected demand for services in the future, and funding strategies for capital improvements. The following references should be consulted for detailed information regarding existing and planned Capital Facilities, Utilities, and Public Services:

- (1) City of Des Moines Comprehensive Marina Master Plan
- (2) City of Des Moines Surface Water Management Program
- (3) City of Des Moines Comprehensive Transportation Plan
- (4) City of Des Moines Six-Year Capital Improvement Program
- (5) City of Des Moines Parks, Recreation and Senior Services Master Plan
- (6) King County Water District #54 CFP (2004)
- (7) Highline Water District Water Facilities Plan (2006)
- (8) Lakehaven Utility District Water Facilities Plan (2006)
- (9) Midway Sewer District CFP (2008)
- (10) Southwest Suburban Sewer District Sewer Plan (2006)
- (11) Lakehaven Utility District Sewer Facility Plan (2009)
- (12) Highline School District Facility Plan (2009)
- (13) Federal Way School District 2011 Capital Facilities Plan



5-02-10 An inventory and analysis of the publicly owned capital facilities, and public/private utilities within the City of Des Moines are summarized below. More detail is provided in Appendix E.

- (1) **City Administration:** The City of Des Moines owns several properties and buildings that are used for the administration of City services. The maintenance, improvement and expansion of City facilities is guided by a six-year capital improvement program and an annual budget approved by the City Council. The capital improvement program prioritizes projects, establishes improvement schedules, and identifies revenue sources.
- (2) **Electricity:** The transmission of electricity to the City is regulated by the Washington Utilities and Transportation Commission and is delivered by Puget Sound Energy.
- (3) **Fire Protection:** Fire protection and other emergency services within the City are provided by South King County Fire and Rescue. These services are guided by the comprehensive plans of the districts/departments.
- (4) **Hazardous Waste Collection and Disposal:** The collection and disposal of hazardous waste within the City is provided for through an Interlocal Agreement between King County and the municipalities within the City. The Local Hazardous Waste Management Plan for Seattle-King County provides for regional coordination and funding of this program.
- (5) **Library:** Library services in the City are provided by King County Library District. Adopted level of service guidelines direct the construction and expansion of library facilities. The Highline Community College also operates a library that is utilized by many residents of the City.
- (6) **Marina:** An 840-slip marina along Des Moines' shoreline is owned and operated by the City of Des Moines. The City's capital improvement program and annual budget guide the expenditure of funds for the operation of the facility. The ~~2004~~ 2007 Comprehensive Marina Master Plan identifies near-term and long-term capital improvements, funding strategies and project schedules for the existing marina.
- (7) **Natural Gas:** Natural gas is distributed in the Puget Sound region by Puget Sound Energy. This utility is regulated by several governmental agencies. A franchise agreement authorized by the Des Moines City Council provides additional level of service requirements for the delivery of natural gas to customers within the City's corporate limits.
- (8) **Parks and Recreation:** Publicly owned recreational facilities within the City are operated by the City of Des Moines, the State of Washington, and the Highline and Federal Way School Districts. A regional dog park is located in the City of

SeaTac. City, County and State Parks and Recreation Plans guide the administration of recreational programs of the respective jurisdictions. Various services, such as the Des Moines Senior Center, are provided at one or more of Des Moines' recreational facilities. The 2003 Parks, Recreation and Senior Services Master Plan will help guide the scheduling and funding of future capital and programmatic improvements. (See Chapter 6)

- (9) **Police:** Police protection is provided by the City of Des Moines. The City of Des Moines also has interlocal agreements with the Cities of SeaTac, Kent and Normandy Park; King County, the State of Washington, and the Port of Seattle.
- (10) **Postal Service:** The US Postal Service operates one facility and one contract station within the City.
- (11) **Sanitary Sewer:** The Midway, Southwest Suburban, and Lakehaven Utility Districts provide for the collection, treatment, and disposal of effluent. These services are directed by the comprehensive plans adopted by these districts. A portion of the City is still served by septic systems.
- (12) **Schools:** Publicly owned educational facilities are operated by the Highline and Federal Way School Districts, Highline Community College and Central Washington University. Several private schools are also located within the City.

Highline and Federal Way School Districts provide K-12 educational programs to all students who live in the respective service areas.

Highline School District has four elementary schools (Des Moines, Parkside, Midway, and North Hill), one middle school (Pacific), and two high schools (Aviation and Mount Rainier) located in Des Moines. The *2009 Capital Facilities Improvement Plan* identifies the Districts 4-year prioritized projects, funding, and construction schedule for facility improvements. Three of the four elementary schools (Parkside, Midway, and North Hill) and one of the high schools (Mount Rainier) have been replaced over the past decade, resulting modern facilities equipped with technology required for today's education.

Federal Way School District serves the southern part of Des Moines (south of South 252<sup>nd</sup> Street). Woodmont Elementary is the District's only school located in Des Moines. The District's *2011 Capital Facilities Plan* adopted in May 2010, sets forth the capital improvement projects and services to be implemented over the next several years. The plan includes new school construction, purchasing and siting of temporary facilities, and services operation.

Highline Community College (HCC) provides post secondary education and degree programs. Founded in 1961 as the first community college in King County, HCC is nationally and internationally recognized as a premier community college and is one of 34 community and technical colleges in Washington State.

The college's main campus is located on an 80-acre wooded site in the South Des Moines Neighborhood. Classes are also provided at the Marine Science and Technology Center (MAST) at Redondo Beach. The MAST facility was completed/reconstructed 2008 and is home to the third largest salt water aquarium in Washington State. HCC provides to branch campuses located in Burien and White Center.

Central Washington University (CWU) operates a branch campus at HCC. CWU is a comprehensive, four year public university offering both baccalaureate and master's degree programs at its main and branch campuses.

- (13) **Solid Waste Collection and Disposal:** Allied Waste Disposal Company provides for the collection and disposal of solid waste within the City. These services are regulated by the Cities of Des Moines, Kent, and SeaTac, and the Washington Utilities and Transportation Commission. Recyclables collection service of specified materials is available to households and businesses through solid waste haulers.
- (14) **Surface Water Management:** The collection and disposal of stormwater in the City is provided by the City of Des Moines.
- (15) **Telecommunication:** Qwest delivers telecommunication service for the City as regulated by the Washington Utilities and Transportation Commission. Cable Television is provided by Comcast Cable Services. Cellular telephone services are provided by Cingular, Nextel, Qwest Cellular, Sprint PCS, T-Mobile, and Verizon Wireless.
- (16) **Transportation Facilities:** State and Regionally owned transportation facilities are listed in the GMA as essential public facilities to be sited. Details of transportation facilities inventories, future needs and plans are provided in the City of Des Moines Comprehensive Transportation Plan.
- (17) **Water:** Domestic water within the City is provided by King County Water District 54, Highline Water District, and Lakehaven Utility District. Each of these districts' operations is guided by a water system plan. A significant portion of the water available in the City is purchased from the Seattle and Tacoma Water Departments.
- (18) **South County Correctional Entity (SCORE) Jail:** Pursuant to an interlocal agreement, the Cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac, and Tukwila are jointly developing a consolidated misdemeanor correctional facility in the City of Des Moines. As part of this agreement, an autonomous public agency, SCORE was formed and represents almost 340,000 citizens in South King County. Located at 20817 17<sup>th</sup> Avenue South, the 137,000 square foot facility will employ approximately 120 individuals and house up to 820 inmates

## **5-03**      **POLICIES**

**5-03-01**      To the extent permitted by law, Des Moines should require that the plans of the agencies identified in this Plan be consistent with the City of Des Moines Comprehensive Plan.

**5-03-02**      To advance the City's interests, Des Moines should promote cooperative working relationships between Des Moines and the other municipalities, agencies and districts identified in this Comprehensive Plan.

**5-03-03**      Planning for utilities and public facilities should be recognized as the primary responsibility of the government or private agency providing the corresponding services. Des Moines should generally participate in the development of, and rely upon, plans prepared by each agency undertaking facility and capital improvement planning.

**5-03-04**      Des Moines should not allow land development to exceed the capacity of essential facilities/utilities (i.e., domestic water, fire protection, sanitary and storm sewer, transportation, etc.). Such facilities should be available at the time of development.

**5-03-05**      City plans and development regulations should identify, and provide a process for consideration of, the siting of essential public facilities. Essential public facilities should include: A) domestic water, sanitary sewer, public schools, and fire protection; B) difficult-to-site facilities such as those identified by RCW 36.70A.200 and County-wide Planning Policies; and C) essential state facilities specified by the office of financial management. Des Moines should not accept a disproportionate share of the adverse impacts resulting from the siting of essential public facilities.

**5-03-06**      Des Moines should generally rely on the level-of-service standards/guidelines used by public facility and utility providers for determining adequacy and concurrency. When desired, Des Moines should establish a public process whereby other level-of-service (LOS) standards are adopted for public facilities and utilities. Unless other LOS standards are adopted, the LOS guidelines outlined in the Public Facilities and Utilities Implementation Strategies should be used to determine adequacy and concurrency.

**5-03-07**      New or expanded facilities/utilities should be compatible with surrounding land uses; such facilities should minimally impact the natural or built environment.

**5-03-08**      Des Moines should encourage, and to the extent permitted by law, require implementation of resource conservation practices to extend the useful life and capacity of existing and planned facilities.

**5-03-09**      Provide for the siting of electrical vehicle infrastructure as required by HB 1481. Electrical vehicle infrastructure includes structures, machinery and equipment necessary and integral to support an electrical vehicle including battery charging stations; rapid charging stations and battery exchange stations.

## **5-04        STRATEGIES**

**5-04-01**        Utilize the plans of providers of facilities and utilities within the City to supplement this Comprehensive Plan Element. For City of Des Moines planning purposes, this Comprehensive Plan should take precedence when such facility/utility plans may conflict.

**5-04-02**        Coordinate Des Moines' land use planning with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan Element. Encourage, and to the extent permitted by law, require providers of public services and private utilities to utilize the Land Use Element of the City of Des Moines Comprehensive Plan in planning for future facilities. Encourage, and to the extent permitted by law, require providers of public facilities and utilities update their comprehensive plans on a regular basis and in a timely manner.

**5-04-03**        Adopt procedures that encourage mutual review of, and comment on, proposed actions and policies between Des Moines and other providers of public services. Review of development proposals by providers of public facilities and utilities should ensure that there will be sufficient capacity at the time of development.

**5-04-04**        Utilize the plans of public facility and utility providers, and the Des Moines Capital Improvement Plan, to identify lands useful for public facility or utility purposes. Essential Public Facilities as defined by RCW 36.70A.200 are processed as Unclassified Use Permits (UUP) unless the use is permitted outright in a given zoning classification. Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance. As permitted by state and federal law, including the lawful exercise by the City of its SEPA authority pursuant to RCW 43.21C.060, City approvals related to facilities, operations and activities within the City of Des Moines associated with Sea-Tac International Airport, including but not limited to, necessary support activities, connected-actions and projects, may include conditions which are necessary to mitigate specific adverse environmental impacts on the City of Des Moines identified in environmental documents prepared pursuant to SEPA. The City may decide not to approve such facilities or operations if the City finds: (a) the proposal would likely result in a significant adverse environmental impact(s) identified in a final or supplemental environmental impact statement prepared under SEPA, and (b) reasonable mitigation measures capable of being accomplished are insufficient to mitigate the identified impact(s).

**5-04-05**        Require new development to contribute to the construction, renovation, or expansion of necessary public facilities. Support the establishment of late-comer agreements to ensure that adequate public facilities and utilities will be provided and equitably funded. Establish processes whereby impact fees can be collected for facility and utility improvements as permitted by State Law.

**5-04-06**        Limit new development until necessary public facilities and/or utilities are available. If necessary, reassess the Land Use Element if probable funding or land for public facilities or utilities will not be available to accommodate demand.

**5-04-07** Prohibit or limit the construction of facilities/utilities where such construction would result in severely adverse environmental or public health impacts, or where such construction would encourage land development inconsistent with adopted City policies. Adverse impacts may include, but are not limited to: excessive noise or traffic, the discharge of pollutants into the air or water, or harmful electromagnetic fields. Ensure that such improvements will not result in significant adverse impacts upon the surrounding land uses or the natural environment. Utilize the permitting authority and processes provided by the Des Moines Municipal Code during review of proposed facilities.

**5-04-08** Encourage, and to the extent permitted by law, require the implementation of resource conservation measures through various means, such as public education, energy-conserving construction techniques, and alternative landscaping provisions. Encourage, and to the extent permitted by law, require providers of public facilities and utilities to implement public education and information programs that describe the benefits of conservation.

**5-04-09** Require the undergrounding of utility lines as specified by the DMMC to minimize public safety hazards, visual clutter, and the obstruction of views. Encourage the undergrounding of utilities throughout Des Moines. Encourage the use of shared corridors for several utilities.

**5-04-10** Require adequate screened space in multifamily and commercial developments for on-site recycling containers.

**5-04-11** Identify facility needs for the provision of City services; explore funding options to accommodate those needs. Ensure that City facilities are sufficient in quantity and quality to allow for superior public service.

**5-04-12** Adopt ordinances as necessary to ensure that new public facilities and utilities include all improvements needed during use of the facility/utility, such as adequate on-site parking, appropriate signs, and lighting.

**5-04-13** Implement the following level-of-service standards:

- (1) **Collection and Disposal of Solid and Hazardous Wastes:** Require that collection service for garbage, recyclable materials, and yard waste be available to all properties within the City. Include level-of-service provisions in contract/franchise/license agreements. Cooperatively work with King County and related agencies for collection and disposal of hazardous wastes, and public education regarding hazardous wastes.
- (2) **Electrical Service:** Coordinate land use and facility planning to allow for siting and construction of distribution facilities that provide electrical power with minimal periods of service interruption. Carefully evaluate proposed high-voltage distribution facilities for adverse EMF impacts. Include level-of-service provisions in contract/franchise/license agreements.

- (3) **Fire Protection:** Coordinate land use planning, development review, and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
- (4) **Libraries:** Continue to receive library services from the King County Library System as long as King County continues to provide a variety of library services from centrally located facilities with convenient hours of operation. Include level-of-service provisions in contract/annexation agreements. Patronage privileges for Des Moines residents are available at the Highline Community College Library.
- (5) **Marina:** Implement capital improvement projects identified in the Marina Master Plan to help the Marina maintain a competitive advantage in attracting moorage tenants and guests, support in-water activities and make the Marina more attractive and pedestrian friendly. Continue to serve as a boating facility while simultaneously promoting the Marina as a premier destination for those arriving by automobile, bicycle, or on foot.
- (6) **Natural Gas:** Promote the extension of distribution lines to unserved areas. Coordinate land use and facility planning to allow for siting and construction of natural gas distribution facilities that provide natural gas with minimal periods of service interruption. Include level-of-service provisions in contract/franchise/license agreements.
- (7) **Parks and Recreation:** Level of service standards for parks and recreation facilities are provided in the Parks, Recreation and Open Space Element.
- (8) **Police Protection:** Coordinate land use planning, development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
- (9) **Postal Service:** Encourage improvements to US Postal Services as necessary for residents and businesses.
- (10) **Public Education:** Coordinate land use planning, development review and school facility planning to ensure that: a) adequate school facilities will be available to accommodate anticipated increases in students; and b) project designs include safe pedestrian paths for school-age children.
- (11) **Sanitary Sewer:** Require that all new developments have sanitary sewer. Encourage or require the extension of sewer service to unserved developed areas. Priority for such extension should be given to areas where septic failures are common, or where the number or "density" of septic facilities exceeds the filtering capacity of the underlying soils. Allow new development to utilize septic drain fields as an interim sewer system only when all of the following conditions are present:

- (a) Underlying soils allow for proper percolation without undue adverse impact; and
  - (b) Sanitary sewer is not within reasonable proximity of the development site; and
  - (c) A binding "no protest" agreement is provided requiring contribution toward extension of, and connection with, the sanitary sewer system when it is available; and
  - (d) The development site represents a small, isolated, vacant or under-developed parcel in an area of developed properties not served by sanitary sewer.
- (12) **Stormwater Management:** Require new development and redevelopment to install on-site stormwater detention and treatment as needed in a manner consistent with the City's National Pollution Discharge Elimination System (NPDES) Phase II permit, the standards of the King County Surface Water Design Manual, and the best management practices of the King County Stormwater Pollution Prevention Manual. Adopt maximum lot coverage policies or standards with respect to impervious surfaces. Require all multifamily development to provide a designated area for vehicle washing in a manner to control rinse water runoff.
- (13) **Telecommunications:** Advocate the development/maintenance of facilities necessary to provide telecommunication services as needed to accommodate population growth and advancements in technology. Include level-of-service provisions in franchise/license agreements. Advocate local regulation of telecommunication services and support state legislation that provides for optimal service from monopolistic providers.
- (14) **Transportation Facilities:** Level of Service standards for transportation facilities are provided in the Transportation Element.
- (15) **Water:** Require that new development have adequate water supply for consumption and fire flow. Advocate the upgrading of existing lines, supply sources, and storage facilities as necessary in areas where fire flow is inadequate.



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## CHAPTER 6: PARKS, RECREATION, AND OPEN SPACE ELEMENT

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### **6-01**      **GOALS**

**6-01-01**      Provide adequate and accessible recreational facilities and programs that are responsive to the diverse interests and needs of people of all ages, income levels, cultural or educational backgrounds, or physical abilities. Such recreational facilities and programs should satisfy outdoor and indoor, active and passive recreational needs and be appropriately distributed throughout the community.

**6-01-02**      Ensure that existing and planned park and recreation areas are protected from adverse impacts associated with incompatible land uses and/or transportation activities. Such adverse impacts may include traffic congestion, inadequate parking, surface water runoff, vibration, air and water pollution, noise, among others.

**6-01-03**      Ensure that park and recreation areas of local significance (cultural, historical, environmental, natural, wildlife, waterfront, tidal, special use or other) are identified and protected.

**6-01-04**      Maintain existing recreation facilities and sustain recreation programs. Actively seek funding to provide adequate recreation facilities and programs for underserved neighborhoods. Pursue joint-use and shared-cost opportunities such as: Interlocal agreements with other governmental agencies, collaborative opportunities with interdepartmental projects, public/private partnerships and volunteerism to develop new parks and facilities and maintain existing parks and facilities. Encourage the State of Washington to maintain and preserve in a sustainable manner its park land located within Des Moines in perpetuity.

**6-01-05**      Support economic development through an aesthetically pleasing environment by providing: city gateways and signage to include directional road signs to recreational facilities; well maintained streetscapes; adequate parking at recreational facilities; and improving and maintaining waterfront facilities.

**6-01-06**      Utilize a ratio of 6.5 acres per 1,000 population combined park land (including mini, neighborhood, community, special use, sports fields/complexes, trails and pathways, conservancy and open space areas which are typically undeveloped) as a general guide in the acquisition of park lands.

**6-01-07**      Ensure community recreational needs are considered during planning stages of all single family, multi-family, subdivisions and planned unit residential developments; retail, commercial and business park development; educational institutions, utilities and other governmental facilities development.

**6-01-08** Combine new recreational facilities with adjacent recreational, open space, municipal facility, pedestrian/bicycle transportation system or other appropriate areas as feasible. Joint use of such recreation areas should be encouraged. Design and development of such projects should be coordinated with the Parks, Recreation and Senior Services Department as part of the building permit process. (Chapters 17.36, 18.25, 18.45, 18.52 DMMC).

**6-01-09** Implement Parks and Recreational Facilities Impact Fees for “park and facilities system improvements” necessary due to growth based on the development’s proportionate share of system improvements that are reasonably related to the new development.

**6-01-10** Utilize Park Impact Fees for “park and facilities system improvements” and/or "project improvements" which are "on-site" and provide service for a particular new development.

**6-01-11** Implement as required by State law, improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

**6-01-12** Implement sustainable park and facility design and construction practices that result in facilities that are high-performing, good for the environment, healthy, and enriching for our park visitors and building occupants.

## **6-02** **FINDINGS**

**6-02-01** An adequate open space, park, and recreation program provides personal, social, economic and environmental opportunities to:

- (1) Enrich each person's life by providing opportunities for self-expression; self esteem and character enhancement, skill development, healthy lifestyles; wellness and physical fitness, mental stimulation and growth; social belonging; and provide a lifeline for older citizens; and
- (2) Enrich the community by providing leadership opportunities, social interaction, community involvement, leadership, and cultural awareness and tolerance; community pride; and
- (3) Enrich the economy by providing opportunities to enhance land values and support business by providing public resources that beautify business areas and neighborhoods, generate revenue through self supporting recreation programs, reduce crime and vandalism through community involvement, and increase tourism through quality recreation facilities, community events and programs; and
- (4) Enrich the environment by protecting open spaces, wildlife habitat, tidal life and near shore ecosystems; thereby reducing pollution and enhancing natural beauty.

**6-02-02** Parks and conservancy areas can preserve and protect critical areas and wildlife habitat, provide natural areas in urban areas, and allow for certain low impact recreational opportunities.

**6-02-03** The unimproved right-of-way of State Route 509 represents a valuable part of the region's open space and transportation system to connect neighborhoods and recreation facilities. The right-of-way would provide opportunities for recreational facilities for activities suited to linear parks, such as walking and bicycling.

**6-02-04** The Port of Seattle buy-out area in the North Central Neighborhood, along with the Pacific Ridge Neighborhood, Pacific Highway Business Districts in Midway, East Woodmont and Redondo and the Marina District represent opportunities for interconnections between economic and recreational expansion and for the establishment of other recreational facilities for Des Moines citizens.

**6-02-05** The Des Moines Parks, Recreation and Senior Services Master Plan (Adopted November 5, 2009) evaluates and inventories existing public and private park and recreation facilities and programs. It forecasts the demand and need for future park and recreation services, estimates the costs for improving and maintaining existing recreation facilities, and developing new facilities, and establishes a long-range program of system-wide capital acquisitions, renovations, development improvements and Interlocal projects.

**6-02-06** The City of Des Moines has a variety of parks and recreational areas. These recreation facilities are utilized by local residents and workers, and visitors from other areas.

**6-02-07** The majority of Des Moines' recreational areas are owned or leased and operated by the City. Other public agencies such as Highline School District, Federal Way School District, Highline Community College and the State Park System provide additional recreational facilities that are heavily used and are necessary to provide adequate recreational opportunities for Des Moines citizens. A small number of recreation facilities are privately owned and many are not available to the general public.

**6-02-08** Respondents to the Parks, Recreation and Senior Services Master Plan surveys (2009) identified the following recreation facilities as being of primary importance: Community Centers; Mount Rainier Pool; Community/Sports Parks, Neighborhood and Waterfront Parks; Marina and Trails.

**6-02-09** It is in the public interest for the City of Des Moines to preserve, protect and maintain park and recreation areas and conservancy resources within its jurisdictional boundaries.

**6-02-10** It is in the public interest to integrate sustainable design and construction strategies in park and facilities capital investments.

## **6-03        POLICIES**

### **6-03-01      Park Land Acquisition**

- (1)    Develop and maintain procedures and priorities for the selection, classification and acquisition of park lands and the use of such lands for recreation purposes. All lands designated for recreation purposes shall be suitable for the intended recreation activity.
- (2)    Work with other entities and public agencies (Highline and Federal Way School Districts, Highline Community College, State Parks and Utility and Jr. Taxing Districts) to maximize opportunities for acquisition of land that qualifies for the City's park system through Interlocal agreements for “right-of-use” and/or joint development agreements, land transfers, lease, property exchange, dedication and surplus or easement land acquisition procedures.
- (3)    Utilize the resources of national, regional and local conservation organizations, corporations, non-profit associations and benevolent entities to identify and acquire environmentally sensitive land, urban wildlife habitat or preservation areas.
- (4)    Identify lands that enhance the appearance and character of the City. Such lands may serve as community or neighborhood separators, create gateway features into Des Moines, enhance the park system, or link existing natural or built amenities.
- (5)    Preserve significant critical areas as passive open space. Where appropriate, the City may construct improvements that enhance the public's awareness of, and appreciation for, natural areas. (chapter 19.20 DMMC).
- (6)    Ensure that the quantity and quality of park land increases proportionately with population growth. Des Moines should use a variety of means to provide recreational opportunities.
- (7)    Establish a Park Impact Fee program to replace the current park in-lieu provisions that address the long term need to provide park space for future population growth.

### **6-03-04      Park & Facility Improvement**

- (1)    Provide for the orderly and comprehensive planning of park lands and recreation resources through design standards, specific site planning and Master Plan procedures. Such procedures should respond to public need and service area requirements for park and recreation services. Actively seek joint- development and programming opportunities with intergovernmental and private partners and the application of reasonable standards and conditions for such use.

- (2) Park and facility design shall conform to local ordinance or recognized Standards for access, safety, environmental sustainability, health and protection of humans, domestic animals, wildlife and tidal life. Park development shall be of high quality and aesthetically pleasing, sensitive to the opportunities or constraints of the natural, physical or architectural environment.

- (3) Encourage and support development of local neighborhood and community-based programs for park improvements, including participation of civic clubs, non-profit organizations, neighborhoods, schools, churches, businesses, and other organized volunteer groups.
- (4) Provide barrier-free access by modifying existing facilities when designing and/or constructing new recreation and open space facilities and services.
- (5) Provide basic amenities at recreation and open space facilities such as lighting, seating, drinking fountains, trash receptacles, bicycle racks, shelters, signage and parking whenever possible and appropriate.
- (6) Recreational facilities should be connected by linear open spaces, pedestrian paths, or bicycle routes. Linkages between Des Moines' waterfront facilities along Puget Sound connecting from Des Moines Creek Trail (North Hill) to Redondo are a priority for the park system.

#### **6-03-05 Recreation, Senior, Social and Cultural Programs & Services**

- (1) Provide recreation programs that are responsive to population age group and economic demographics and area growth needs. Provide programs and services which are both non-fee and user-fee based as appropriate to achieve a balance within a variety of recreational programs and services offered throughout the community.
- (2) Promote or sponsor community events, family programs and other social activities that serve special populations of the community in terms of age groups, ethnic groups or cultural heritage and youth at risk.
- (3) Develop and participate in joint recreation programs and services with school districts, law enforcement, arts and heritage agencies, human services agencies, tourism agencies, social agencies and other community groups and associations, as well as surrounding communities or neighborhoods within the local or sub-regional area.

#### **6-03-06 Park Operations & Maintenance**

- (1) Develop and maintain a maintenance management schedule using best management practices that identifies preventative maintenance, remedial maintenance and deferred maintenance programs for park lands and facilities including all structures, site improvements and tool or equipment resources.
- (2) Establish maintenance service programs that protect public property; preserve its value; ensure its intended use, life expectancy, safety, cleanliness, security and appearance; and promotes community pride.

- (3) Establish maintenance service programs that encourage sustainability to: protect natural resources, reduce waste and recycle resources, minimize dependence on water and fertilizers, and include integrated pest management.
- (4) Develop and maintain the appropriate park rules and regulations that serve the continuing need to ensure access, safety, law enforcement, environmental protection and protection of park sites and recreational resources as public assets.

#### **6-03-07      Economic Development**

- (1) Identify and increase opportunities for public access to the public shoreline of Puget Sound and the number and variety of recreational opportunities provided at waterfront parks and the Marina.
- (2) Identify and participate in growth management related public services fees, Hotel/Motel tax and tourist related revenues and/or voted levy assessments in order to fund projects that are identified by the public as needed. Both public and private revenue sources will be employed to achieve a balance of equity and cost to the taxpayer through increased private and non-profit participation in recreation service activity.
- (3) Identify alternative funding programs administered by local, state and federal agencies or other public or private sources which are in the form of grants, loans or other funding mechanism.
- (4) Make pedestrian-friendly improvements to downtown, Pacific Ridge, Midway, East Woodmont and Redondo for all citizens regardless of ability. Enhance business district rights-of-way with enhanced landscaping, way finding directional signs, and pedestrian pathways and areas in a manner that encourages pedestrian interaction between neighborhoods, recreation facilities, schools, business areas, waterfront parks, and the Marina and transportation links.

#### **6-03-08      Healthy Community**

- (1) Provide fresh food and beverage options in City-sponsored meetings and recreational programs to promote healthy eating habits.
- (2) Identify City park lands as possible locations for community gardens, fruit/vegetable stands, mini farmers markets, and Community Supported Agricultural (CSA) distribution sites to improve access to fresh food.
- (3) Support joint-use agreements for publicly-owned property, schools or church properties, to increase opportunities for active living.



## **6-04**

## **SUPPORT ACTIVITIES**

### **6-04-01**

Conserve Open Space Land for Natural, Cultural & Recreation Values:

- Coordinate and maintain procedures for conservation of open space through mechanisms such as zoning, donation, purchase of easements, conservation easements with coordinated planning, taxing and management actions.
- Ensure that proposed land-use and transportation facilities that would subject locally significant parks, golf courses, ball fields, outdoor spectator sports areas, amusements areas, riding stables, nature trails and wildlife refuges to exterior noise exposure levels which exceed limits identified in (chapter 18.38 DMMC) are opposed or include mitigation measures commensurate with the magnitude of adverse impact anticipated.

- Where appropriate for recreation or open-space purposes, transfer derelict land, easements, tax delinquent land, surplus roadway/highway rights-of-way, and other land not presently in productive use where such land can be used for land exchange, purchase or long-term leases.
- Make maximum use of lands associated with surface water management and other public utilities to meet recreation needs.
- Enforce regulations for new residential, business, commercial or industrial development and redevelopment which require either the dedication of park lands, provision of recreation facilities and/or payment of impact fees or fees in-lieu of land to a park and recreation trust fund.
- Work with conservation groups and the private sector to encourage donations, bargain sales of land or recreation or conservation easements through equitable incentives and to identify, acquire and conserve or manage natural open space areas and other recreational land.

**6-04-02** Encourage Joint Use of Existing Physical Resources:

- Where appropriate, establish joint-use recreational facilities while ensuring recreation services to the entire community. Utilize school sites and public buildings for recreation and service programs through establishing joint purchase and/or use agreements.
- Develop specific agreements and reciprocal no-fee policies which encourage park use by school groups and school use by recreation user-groups of all ages.
- Encourage joint use for recreation wherever lands and facilities are suitable and committed to other private and public purposes, including City, county/state properties, utilities rights-of-way, and the property of institutions and private corporations.
- Encourage use of local park and recreation facilities for a wider range of human services delivery (i.e., health information, consumer protection, nutrition, seniors, child care, bookmobiles, playmobiles, etc.).

**6-04-03** Encourage the Planning, Development and Full Utilization of Trails as Recreation Facilities:

- Plan urban trail systems for maximum pedestrian and bicycle access to parks, schools, transit centers, business districts and employment areas as an alternative to automobile access. Also, plan trail systems that link adjoining communities and urban areas leading to rural or natural areas.
- Develop specific plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation.

- Key pedestrian and bicycle routes should be those identified by the 2009 Des Moines Comprehensive Transportation Plan- Chapter 5 Pedestrians and Bicyclists.

**6-04-04** Provide Appropriate & Responsive Recreation Services through Specific Planning:

- Coordinate recreation planning with other human services planning, including schools and law enforcement; coordinate park and facility planning with land-use planning in the City and sphere areas and surrounding communities or neighborhoods.
- Provide for the needs of special populations including those who are economically disadvantaged, physically challenged and developmentally disabled in park facility planning, design and program services.
- Participate in Federal and State bonds and grants programs to ensure that the City is taking full advantage of all appropriate local and non-local sources of financial assistance.
- Conduct a demographics analysis and citizen participation and recreation preference surveys every 1-3 years to determine and/or adjust recreation needs data.
- Encourage ongoing community input into the development and management of park facilities, programs and services through citizens committees working along side the Parks, Recreation & Senior Services Department.
- Promote environmental education through guided nature trails, environmental education programs and environmental improvement programs sponsored by the City and local educational institutions and non-profit organizations.
- Promote historical and cultural education through the preservation of historical sites and promotion of performing, literary and visual arts, community festivals and special events that extol and promote the cultural and historical heritage of the City of Des Moines.

**6-04-05** Park and recreation areas that exhibit one or more of the following characteristics may be designated by the City to be of local significance:

- The park or recreation area contains significant recreation or cultural opportunities or facilities, such as waterfront access, historic district, amphitheaters, museums, public art, community centers, sports complexes, regional trails, marinas, etc.
- The location, geography, configuration or facilities of the park or recreation area is/are especially appropriate for use by particular population groups (e.g., the elderly, pre-school children, the disabled).
- Because of its location, age, or scale, it is an easily identifiable visual feature and contributes to the distinctive quality or identity of the community or city.

- The park or recreation area contains unusual or special botanical or wildlife resources.
- The park or recreation area contains critical areas as defined in the Zoning Code that serves a significant role or provides a significant function in the natural systems within Des Moines.
- It is associated in a significant way with a historic event, structure, or person with a significant effect upon the community, city, state, or nation.
- It is associated in a significant way with a significant aspect of cultural heritage of the community, city, state, or nation. (chapter 19.20 DMMC)

## **6-05      PARKS, RECREATION AND SENIOR SERVICES STANDARDS**

**6-05-01**      The intent of park classifications and standards is to aid in identification of facility requirements and characteristics that respond to the various recreational needs of the City of Des Moines. Several factors are considered in connection with the classification and planning decisions. These are:

- Determination of specific need in neighborhood or community setting.
- Relationship of need, design criteria, service capability and suitability of a specific site to support the defined recreation service need.
- The probability of school/park relations in terms of site development and facility use for public recreation purposes.
- The probability of creating public/private partnerships on special use parks or in combination with a traditional public park.
- Operational, maintenance and program service requirements for the population to be served by a particular park unit.

### **6-5-02      Park Classification Standards**

Classification of parks establishes several essential elements for park land requirements based on population ratios and the types of recreational uses and services to be provided. The physical improvements of a park should respond to the preferences or needs of citizens. The following park classifications for the City of Des Moines are modified from the National Recreation and Park Association to fit the needs of Des Moines:

#### **(1)      Mini-Park**

- (a)      Use/Description: Serves a basic neighborhood and community need for children and families (play equipment, picnic area, sports courts and downtown plazas or City entrances). Mini-Park features such as play equipment are typically in neighborhood parks, community parks or in conjunction with joint school/park facilities.

- (b) Planning Area: Up to 1/4 mile radius.
- (c) Size: Approximately 1 acre.
- (d) Desirable Quantity: Need varies per 1,000 population and .25-mile radius dispersion.
- (e) Desirable Characteristics: The Park should be in close proximity to high-density residential areas and/or centers of employment. Mini-parks should be designed for intensive use and should be easily accessible and visible from the surrounding area.
- (f) Examples: Big Catch Plaza, Cecil Powell Park, Overlook Park I and II, and Westwood Park.

**(2) Neighborhood Park**

- (a) Use/Description: Serves the immediately surrounding residential population or employment base. Neighborhood parks often include areas for active recreational activities, such as ballfields and sports courts, as well as passive recreation areas such as picnic areas. This type of recreational resource is the most important and traditional role of the Department in its development of the park system.
- (b) Neighborhood parks include adequate on-site parking to serve park uses.
- (c) Planning Area: Up to 1/2 mile drive or walk zone of established housing.
- (d) Size: Up to 10 acres.
- (e) Desirable Quantity: Approximately 2.5 acres per 1,000 population and .5 mile radius dispersion throughout Planning Area.
- (f) Desirable Characteristics: The Park should be in close proximity to dwellings and/or centers of employment. Neighborhood parks should be designed for intensive use and should be easily accessible and visible from the surrounding area. May be developed as a school-park facility.
- (g) Examples: Midway Park and Wooton Park.

**(3) Community Park/ Sports Complex**

- (a) Use/Description: All uses and facilities are designed to serve the surrounding community. Community Parks provide for organized or league sports complexes, individual sports, community centers, pools, cultural amphitheatres and large passive areas and are an important recreation resource for urban communities. Parks are generally 15 or more acres in size and accessible to larger community populations and contain special amenities that may attract visitors from throughout the Planning Area. Community parks include on-site parking since visitors may travel by automobile to utilize the park's facilities.
- (b) Planning Area: 3-5 mile radius.
- (c) Size: 15 or more acres.
- (d) Desirable Quantity: Community Park approximately 3.5 acres per 1,000 population and Sports Complex 4-6 acres per 1,000 population.
- (e) Desirable Characteristics: The Park should be easily accessible from the surrounding neighborhoods while also minimizing automobile traffic volumes on nearby residential streets.
- (f) Example: Des Moines Beach Park, Des Moines Field House Park and Steven J. Underwood Memorial Park.

**(4) Regional Park**

- (a) Use/Description: Areas of natural or ornamental quality used for outdoor recreation, such as picnicking, boating, swimming, camping, and trails. Large portions of regional parks may be reserved for conservation and natural resource management.
- (b) Planning Area: Up to 1 hour driving time.
- (c) Size: Approximately 90 acres.
- (d) Desirable Quantity: 1 or more regional parks within the Planning Area.
- (e) Desirable Characteristics: Contiguous to or encompassing natural resources.
- (f) Example: Saltwater State Park.

**(5) Special-Use Park**

- (a) Use/Description: The special-use park provides revenue generation to support recreational activities while providing recreation opportunities to

local and area populations. The City's role in special-use parks could be as the "landlord" or as the "partner" or a combination of both. It may provide opportunities for extended recreation activities such as sports stadiums, golf courses, fitness or entertainment centers, marinas, water parks, aquatics centers, ice rinks, zoos, marine centers or other specialized revenue producing commercial recreation activities.

- (b) Planning Area: No applicable standard.
- (c) Size: The size and character of special-use parks is a function of market and business development, or economic development principles and is used to establish public/private partnerships and/or privatization of public resources.
- (d) Desirable Quantity: No applicable standard.
- (e) Desirable Characteristics: The Park should be compatible with surrounding land uses. Linear parks should connect other features in the recreation system.
- (f) Example: Des Moines Marina and Redondo Park.

**(6) Conservancy Park**

- (a) Use/Description: Natural and undeveloped lands along creeks, steep slopes and ravines, and ROWs and easements provide open space, greenways, buffers, wetlands and viewpoints within the City jurisdiction. Protection and management of the natural/cultural environment and interpretive education with recreation use as a secondary objective.
- (b) Planning Area: No applicable standard.
- (c) Size: Sufficient to protect natural resource.
- (d) Desirable Quantity: Sufficient to protect natural resources.
- (e) Desirable Characteristics: Variable, depending on the resource being protected.
- (f) Example: Parkside Wetlands, Woodmont Park, Sonju Park and Des Moines Creek Park.

(7) **Trails and Pathways, Streetscapes, Entryways and ROWs**

- (a) Use/Description: Trail uses include bicycling, walking, hiking, jogging, roller skating and blading, and skateboarding for personal health and nature appreciation. Trails provide commuter linkages that join neighborhoods and cities, local and regional parks, open space areas and civic and business centers into a cohesive recreational and transportation system.
- (b) Planning Area: local and regional.
- (c) Size: 4ft. - 12 ft. width sufficient to provide safe conditions for user applications (on road, off-road, bike lane, sidewalk, asphalt, gravel or natural pathway).
- (d) Desirable Quantity: .5 Mi. per 1,000 population.
- (e) Desirable Characteristics: Variable, bicycle trails have a set of classifications (Class I, II, III and IV) which determine use and design considerations such as hard surfaces, widths, signage and lane configuration. Meets ADA standards – no more than 5% grade where possible.
- (f) Example: Des Moines Creek Trail, Barnes Creek Trail and Redondo Boardwalk.

**6-05-03** Using the above park designations, Des Moines parks are classified as specified in the Parks, Recreation and Senior Services Master Plan (Section 1, Table 1-1 Existing City owned Parks and Trails Facilities).

**Existing Mini-Parks**

Mini-parks within Des Moines	Size (acres)
Big Catch Plaza	0.38
Cecil Powell Park	0.17
Kiddy Park	0.55
Overlook II	0.47
South Marina Park (included with Des Moines Marina acres)	0
South 239th Street Beach Access	0.08
Westwood Park	0.4
<b>Total Mini-Parks</b>	<b>2.05</b>



## Existing Neighborhood Parks

<b>Neighborhood Parks within Des Moines</b>	<b>Size (acres)</b>
Midway Park	1.58
Parkside Park	4.04
Water Tower Park*	1.0
Wooton Park	2.24
<b>Total Neighborhood Parks</b>	<b>8.86</b>

\* Water Tower Park is leased from Highline Water District

## Existing Community Parks

<b>Community Parks/Sports Complexes within Des Moines</b>	<b>Size (acres)</b>
Des Moines Beach Park and Tidelands	14.99
Des Moines Field House Park	5.2
Steven J. Underwood Memorial Park and Activity Center	21.6
Zenith Park*	5.5
<b>Total Community Parks</b>	<b>47.29</b>

\*Zenith Park is leased from Highline School District

## Existing Regional Parks

<b>Regional Parks within Des Moines</b>	<b>Size (acres)</b>
Saltwater State Park*	88.0
<b>Total Regional Parks</b>	<b>88.0</b>

\*Saltwater State Park is a waterfront resource of particular local significance to the residents of Des Moines and should be protected and preserved.

## Existing Special Parks

<b>Special Parks within Des Moines</b>	<b>Size (acres)</b>
Marina, Fishing Pier and Tidelands	15.9
Redondo Park, Beach and Tidelands	3.94
<b>Total Special Parks</b>	<b>19.84</b>

## Existing Conservancy Parks

Conservancy Parks within Des Moines	Size (acres)
Barnes Creek Open Space and Trail	1.4
Bayview Wetlands	0.74
Bluffs at Redondo	0.27
Cameron's Crossing Open Space	7.35
Cedarbrook Wetlands	3.87
City Park	3.44
Des Moines Creek Park and Trail*	45.05
Des Moines Trace Open Space	0.53
Graceview Wetlands/Open Space	4.24
Massey Creek Plaza	0.81
Mediterranean Heights Open Space	0.27
Parkdale Open Space	0.4
Parkside Wetlands	10.94
Sola Wetlands	3.77
Sonju Park	9.54
Sunset Gardens Open Space	0.17
Wetland Tract	0.27
Woodmont Park	9.98
<b>Total Conservancy Parks</b>	<b>103.04</b>

\*Portions of Des Moines Creek Park & Trail north of South 208<sup>th</sup> Street are within the City of SeaTac.

## Existing Trails, Pathways, Streetscapes and ROWs

Trails, Pathways, Streetscapes and ROWs within Des Moines	Size (acres)
Barnes Creek Nature Trail	0.06 Mi.
Des Moines Creek Trail*	2.5 Mi.
Des Moines Memorial Park (ROW)	0.14 Ac.
Overlook I (ROW)	0.08 Ac.
Redondo Boardwalk	0.5 Mi.
Redondo Hillclimb (ROW)	0.07Ac.
Redondo Trail	0.25 Mi.
South 251 <sup>st</sup> Entrance (ROW)	0.07 Ac.
<b>Total Trails, Pathways, Streetscapes and ROWs</b>	<b>NA</b>

\*Portions of Des Moines Creek Trail north of South 208<sup>th</sup> Street are within the City of SeaTac.

### Existing Interlocal City/School District Park Facilities

Interlocal School/Park Facilities within Des Moines	Size (acres)
Mount Rainier High School Track	1 Ac.
Midway Elementary Ballfield	1.5 Ac.
Olympic School Ballfield, Soccer Field and Track	3 Ac.
Woodmont Elementary Soccer Field	1.5 Ac.
<b>Total Interlocal School/Park Facilities</b>	<b>7</b>

Interlocal City/School District Park Facilities have City, King County and/or State funding and agreements that specify required community use.

## CHAPTER 7: HOUSING ELEMENT

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### **7-01**      **GOALS**

**7-01-01**      Encourage the development, preservation, or replacement of housing stock that is affordable to all economic segments of the community.

**7-01-02**      Encourage the development of special-needs housing, especially for the senior population, commensurate with the demand for such housing.

**7-01-03**      Protect existing and planned residential areas from adverse impacts associated with incompatible land uses or transportation facilities or activities.

### **7-02**      **BACKGROUND AND CONTEXT**

**7-02-01**      The Growth Management Act (GMA) includes the following goal regarding housing:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” [RCW 36.70A.020(4)]

**7-02-02**      The Growth Management Act requires that Des Moines adopt:

“A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs; (b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.” [RCW 36.70A.070(2)]

**7-02-03**      The Washington State Housing Policy Act requires that Des Moines:

- (1)      Allow accessory apartments (accessory living quarters) within single-family residential zones; and
- (2)      Regulate residential structures occupied by persons with handicaps no differently than similar residential structures occupied by a family or unrelated individuals.

**7-02-04** The Countywide Planning Policies for King County (CWPP) require that Des Moines:

- (1) Provide for a variety of housing types and opportunities for all economic segments;
- (2) Estimate the number of net new housing units that will be affordable to the various income groups;
- (3) Demonstrate that local land use regulations allow for the estimated number of affordable units;
- (4) Share in the responsibility for ensuring an equitable distribution of affordable housing;
- (5) Participate in the development of countywide resources to address the large demand for affordable housing;
- (6) Apply policies or strategies to provide its share of affordable housing;
- (7) Identify existing low-cost housing that may be lost due to redevelopment and develop strategies to preserve or replace low-cost housing; and
- (8) Annually determine the number of new units constructed and affordability of those units.

**7-02-05** The Land Use Element of the City of Des Moines Comprehensive Plan provides the adopted policies regarding residential densities, unit mix, location, and future population.

**7-02-06** The Growth Management Planning Council of King County and the City of Des Moines Buildable Lands Report estimates that growth in the number of households will continue in Des Moines throughout the current planning horizon. (The current numbers of housing units are provided in Appendix A; household growth targets and the Buildable Lands Report are in Appendix B).

**7-02-07** The City of Des Moines Buildable Lands Report (Appendix B) provides an inventory and analysis of existing and projected housing needs in the City and identifies developed and undeveloped land appropriate for housing.

**7-02-08** Much of Des Moines is impacted by aircraft noise related to Sea-Tac International Airport (STIA). Virtually all of the City of Des Moines is within the 65 Ldn noise contour, and large portions of the City are within the 70 or 75 Ldn noise contour (STIA Existing Noise Exposure Map, 1991). Existing and projected noise contours constrain the amount of land appropriate for residential use. As part of the Port of Seattle (POS) Noise Remedy Program, hundreds of dwellings in Des Moines have been purchased and relocated outside Des Moines by the POS. While land uses within the City of Des Moines will be urban in nature as directed by

GMA and the Countywide Planning Policies, residential densities will be less than would occur in the absence of STIA.

**7-02-09** Environmental noise levels generated by STIA operations necessitated that Des Moines adopt Sound Transmission Control requirements (chapter 14.08 DMMC, International Building Code). These construction standards, which require interior noise reduction levels of 30-35 dBA, contribute to housing construction costs within Des Moines. As a result, opportunities to provide housing affordable to all segments of the community may be constrained by existing noise levels.

**7-02-10** Des Moines has several assisted-living facilities that provide housing opportunities for senior citizens and others requiring special-needs housing.

**7-02-11** Mobile/manufactured home parks can provide housing opportunities for low and very low income households. Seven mobile home parks exist within the City. Properties presently occupied by mobile home parks are reasonable locations for these types of dwellings.

**7-02-12** Manufactured homes can be placed in residential zones within the City of Des Moines; however, they must meet Des Moines' Sound Transmission Control requirements and other applicable codes and manufacturer requirements.

### **7-03 POLICIES**

**7-03-01** Continue to assist regional, multi-jurisdictional efforts to address the region's need for low and moderate income housing, and special-needs housing. Assist the private sector, non-profit agencies, and public entities in the planning and development of affordable and special-needs housing within and near Des Moines.

**7-03-02** Encourage equitable distribution of low-income and special-needs housing throughout southwest King County and especially in nearby jurisdictions.

**7-03-03** Promote the repair and maintenance of existing housing to preserve and enhance Des Moines' housing stock and retain the availability of safe, sanitary, and affordable units.

**7-03-04** Residential areas should be protected from adverse impacts associated with incompatible land uses or nearby transportation facilities/activities.

**7-03-05** Promote compliance with the Land Use Element's residential policies regarding density, population, housing mix, locational criteria, etc.

**7-03-06** Promote compatible residential development that is affordable to all economic segments of the Des Moines community. Ensure City codes and development regulations do not create unnecessary barriers to affordable housing.

**7-03-07** In order to protect new dwellings from existing noise impacts associated with STIA, ensure that new residential construction includes Sound Transmission Control Requirements.

**7-03-08** Allow the siting of mobile/manufactured homes within mobile home parks when all applicable regulations can be satisfied.

**7-03-09** Accessory living quarters can provide low-cost housing opportunities when potential adverse impacts can be mitigated satisfactorily.

**7-03-10** Continue to require on-site recreation areas within new single family subdivisions and multifamily developments.

**7-03-11** Continue to allow home occupations as specified by the DMMC.

**7-03-12** To take advantage of financial incentives that may be available from the federal government, the City of Des Moines targets the development of housing affordable to households with incomes no greater than 80% of the King County Area Median income, adjusted for family size, to mixed use zones along Pacific Highway South within the South Des Moines Neighborhood.

## **7-04** **STRATEGIES**

**7-04-01** Work cooperatively with other King County cities/agencies to address regional housing issues.

**7-04-02** Evaluate the formation of a South County organization such as ARCH (A Regional Coalition for Housing) to address housing and other social service issues related to housing.

**7-04-03** Assist social service organizations that provide housing for low income and special needs populations, operate emergency shelters, or provide other housing-related services available to Des Moines residents.

**7-04-04** Review the appropriateness of techniques for providing housing affordable to all income groups, such as regional, state and federal housing programs, housing trust fund, inclusionary zoning, development incentives, fee waivers, fast-track processing or assistance to housing agencies.

**7-04-05** Continue to implement the residential policies of the Land Use Element regarding dispersion of housing types, unit mix, future population, etc.

**7-04-06** Protect existing and planned residential areas from unmitigated adverse impacts that may be generated by nearby incompatible land uses or transportation facilities or activities.

**7-04-07** Coordinate with neighborhood-based groups and other organizations to promote preservation and rehabilitation of existing residential areas.

**7-04-08** Ensure that the Port of Seattle (POS) and the Federal Aviation Administration (FAA) mitigate the impacts of environmental noise upon Des Moines' residential areas.

**7-04-09** Use local Capital Improvement Program funds, grants, and other funding sources to provide needed capital improvements, such as sidewalks, street lighting, and neighborhood parks in existing residential neighborhoods.

**7-04-10** Continue code enforcement programs.

**7-04-11** Publicize King County's housing rehabilitation program available to low and moderate income residents of Des Moines.

**7-04-12** As required by state law, eliminate/prohibit regulatory barriers to the siting of group homes, foster care facilities, and facilities for other special populations. Ensure that residential structures occupied by persons with disabilities are not regulated differently than structures for persons without disabilities. Strive for equitable distribution of special-needs housing among neighboring jurisdictions, and among Des Moines' neighborhoods.

**7-04-13** Continue to allow dwelling units as permitted by the Zoning Code. Review and revise accessory dwelling unit regulations for limitations that are unnecessary. Amend the Zoning Code to allow for kitchen facilities in accessory dwelling units when these and other criteria are met.

- a) Minimum lot size
- b) Parking
- c) Owner-occupied units
- d) Size of unit
- e) Density
- f) Height

**7-04-14** Consider revising the Zoning Code to allow cottage housing in single family and multifamily zones when this and other appropriate criteria can be met

- a) Minimum lot area
- b) Unit size
- c) Parking
- d) Homeownership required
- e) Separation between cottage housing developments
- f) Density
- g) Height

**7-04-15** Allow mobile/manufactured and modular homes within Des Moines when such structures satisfy all applicable health and safety codes.

**7-04-16** Continue to allow planned unit developments as provided by the DMMC. Consider textual code amendments that would allow administrative approval of final development plans, and reduce or eliminate minimum site area requirements.

**7-04-17** Continue to allow townhome developments. Consider textual code amendments that would allow the design review process of townhome developments to occur during the



final plat process, rather than during preliminary review. Continue to require a conceptual site plan at time of preliminary review.

- 7-04-18**      Encourage site and building designs that promote the safety and security of residents and visitors.
- 7-04-19**      Encourage the establishment of Block Watch programs in all residential areas.

## CHAPTER 8: COMMUNITY CHARACTER ELEMENT

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### **8-01**        **GOALS**

#### **8-01-01**        **Residential Neighborhood Preservation**

- (1)      To continue to provide residents with stable and relatively quiet residential neighborhoods.
- (2)      To maintain an adequate residential tax base.
- (3)      To ensure that residential neighborhoods are protected from undue adverse impacts associated with incompatible land uses or transportation facilities including, but not limited to, noise, air and water pollution, glare, excessive traffic, and inadequate on-site parking.
- (4)      To ensure that residential neighborhoods are identified and protected from detrimental environmental noise levels.
- (5)      To ensure that residential streets are protected from heavy commercial traffic that inhibits the free flow of traffic or exceeds prescribed weight limits.

#### **8-01-02**        **Historic Preservation**

- (1)      To ensure historic properties and archeological sites are protected from undue adverse impacts associated with incompatible land uses or transportation facilities.
- (2)      To ensure that historic properties and archeological sites are identified and protected from detrimental environmental noise levels.

#### **8-01-03**        **Noise**

- (1)      To safeguard the health and safety of residents as progress and change take place within and outside the City.
- (2)      To prevent community and environmental degradation by limiting environmental noise levels.

### **8-02**        **BACKGROUND AND CONTEXT**

#### **8-02-01**        **Residential Neighborhood Preservation**

- (1)      Des Moines has within its jurisdiction residential neighborhoods that are unique community resources, worthy of protection from commercial development and other incompatible uses/activities that are inconsistent with the residential character of the City's neighborhoods.

- (2) If not protected, residential neighborhoods can be adversely affected by the impacts of incompatible land uses such as noise, air and water pollution, glare, excessive traffic, and inadequate on-site parking.
- (3) The Environmental Protection Agency (EPA) has found environmental sound exposure levels in excess of Ldn of 55 dBA may be incompatible with residential land uses.
- (4) It is in the public interest to protect the character and stability of residential neighborhoods from incompatible land uses and associated activities.
- (5) It is in the public interest to protect residential streets from heavy commercial traffic that exceeds the design weight of such streets and threatens the efficient operation of other modes of surface transportation.

#### **8-02-02      Historic Preservation**

- (1) Des Moines has within its jurisdiction historic properties and archeological sites that are unique community resources, worthy of protection from commercial development and other incompatible land uses and activities. Many such resources are identified in the 1995 City of Des Moines Inventory of Historic Properties.
- (2) If not protected, historic properties and archeological sites can be adversely affected by the impacts of incompatible land uses.
- (3) The Washington State Growth Management Act states that local jurisdictions are to develop comprehensive plans that “identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.”
- (4) King County Countywide Planning Policies state that “significant historic, archaeological, cultural, architectural and environmental features shall be respected and preserved.”
- (5) It is in the public interest to protect historic properties and archeological sites from incompatible land uses and associated activities.
- (6) Average noise levels above 65 dBA are incompatible with the preservation and enjoyment of historic properties and archeological sites.

#### **8-02-03      Property Acquisition Areas**

- (1) Designation and delineation of comprehensive plan land use districts and zoning districts within Des Moines are exclusively the right of the City of Des Moines. It is essential that the City continue to maintain control over land use within its borders in order to prevent degradation of economic vitality, property values, essential infrastructure, and the natural environment.

#### **8-02-04      Noise**

- (1) Noise can be generated from numerous sources -- sounds from musical instruments, audio sound systems, band sessions, social gatherings, motor vehicles, aircraft, industrial and construction activities, and other sources.
- (2) Noise can interrupt and degrade sleep, cause stress-related psychological and physiological disorders, interfere with speech, interrupt and degrade education, reduce residential and commercial property values, reduce the use, enjoyment, and value of public recreational facilities, and reduce the use, enjoyment and value of historic and other cultural resources.
- (3) Federal regulations establish that the responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise levels rests solely with the City of Des Moines.

#### **8-03      POLICIES**

##### **8-03-01      Residential Neighborhood Preservation**

- (1) Recognize all neighborhoods designated “R” or “S-E” in the official zoning map of the City, including, RS, RA, RM, and S-E as unique community resources worthy of protection from commercial development and other incompatible land uses and activities inconsistent with their residential character.
- (2) Develop plans, land use regulations and review procedures to preserve and protect designated residential communities from inconsistent and incompatible land uses which threaten to undermine their stability and their residential character.
- (3) To the extent permitted by state and federal law, maintain appropriate plans, zoning, development and building regulations and review procedures to ensure that designated residential neighborhoods will not be exposed to environmental noise levels that exceed an Ldn of 55 dBA, or existing noise levels as of April 20, 1995, whichever is greater. To the extent permitted by state and federal law, a reduction in the environmental noise level (greater than 55 Ldn) that existed as of April 20, 1995 should become the new maximum environmental level.
- (4) Maintain restrictions on the use of surface streets in residential neighborhoods to ensure that extraordinary increases in commercial traffic do not damage residential roads or subject residential neighborhoods to unusual congestion and noisy surface street traffic.

**8-03-02      Historic Preservation**

- (1) Designate historic properties and archeological sites that exhibit one or more of the following characteristics as locally significant:
  - (a) Listing, or eligibility for listing, in the State or National Register for Historic Places, or eligibility for designation as a King County Landmark.
  - (b) Association with events that have made a significant contribution to the broad patterns of national, state, or local history.
  - (c) Association with the life of a person that is important in the history of the community, City, state, or nation or who is recognized by local citizens for substantial contribution to the neighborhood or community.
  - (d) Embodiment of distinctive characteristics of a type, period, style or method of construction.
  - (e) Representative as an outstanding or significant work of an architect, builder, designer or developer who has made a substantial contribution to the art.
  - (f) Yielding, or may be likely to yield, information important in prehistory or history.
  - (g) Because of its location, age or scale, representative as an easily identifiable visual feature of a neighborhood, community, or the City, and contributes to the distinctive quality or identity of such neighborhood, community or the City, or because of its association with significant historical events or historic themes, association with important or prominent persons in the community or City, or recognition by local citizens for substantial contribution to the neighborhood, community, or the City.
- (2) Identify and designate historic properties and archeological sites as locally significant and worthy of protection from commercial development and other incompatible land uses and activities. Take all reasonable actions within its means to preserve and protect these locally significant historic properties and archeological sites from inconsistent and incompatible land uses.
- (3) To the extent permitted by state and federal law, in order to minimize adverse impacts related to noise, protect historic properties and archeological sites of local significance from environmental noise exposure levels that exceed an Ldn of 55 dBA, or existing levels as of April 20, 1995, whichever is greater. To the extent permitted by state and federal law, a reduction in the environmental noise level (greater than 55 Ldn) that existed as of April 20, 1995 should become the new maximum environmental level.

**8-03-03      Property Acquisition Areas**

- (1) Continue to require that all land within Des Moines acquired by public entities be subject to the City's zoning and planning jurisdiction.
- (2) Require that all land within Des Moines acquired by public entities be developed in a manner consistent with city planning, zoning regulations, health, and safety requirements.
- (3) Establish an open space zoning district for parks, recreational areas, and public land uses.
- (4) To the extent permitted by state and federal law, designate all land within Des Moines acquired by public entities as of April 20, 1995 for use as open space land, or for public facilities designed to benefit the City and its residents (e.g. fire station, school building). Allow designation for other uses only through adopted procedures.
- (5) To the extent permitted by state and federal law, prohibit property within Des Moines acquired by public entities from being used for new commercial activities, unless the City makes a finding that such land uses are of value to the City and should be permitted, or such property is already designated for business park or commercial use. Require that all commercial land uses be subject to City land use regulations and therefore restricted in accordance with the City's land use plans, zoning ordinances, and development regulations.
- (6) Require City approval and all necessary permits prior to the modification, demolition, and relocation of buildings and structures on land within Des Moines acquired by public entities.
- (7) Require that public entities complete environmental surveys for properties within Des Moines acquired by public entities to investigate soil and site contamination before allowing site preparation, construction, or demolition activities. Require remediation of identified soil and site contamination as a condition of site modification.
- (8) Require that any site development activity on land within Des Moines acquired by public entities meet City zoning regulations.
- (9) Retain full authority over the management, operation, and maintenance of streets and street-right-of-way within areas acquired by public entities.

#### **8-03-04      Noise**

- (1) Discourage the introduction of noise levels that are incompatible with current or planned land uses. Encourage the reduction of incompatible noise levels, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.
- (2) Encourage the reduction of noise from Seattle-Tacoma International Airport.
- (3) Campaign aggressively for the development of new and quieter aircraft engines as well as modifications and/or retrofitting programs that promote the greatest reductions possible in aircraft noise emission levels.
- (4) Require that noise levels generated from all land uses be restricted to the most stringent standard allowed by federal, state, or local standards.
- (5) Require buffering of noise from land uses that are highly noise generating through substantial berming, landscaping, setbacks, tree planting, and building construction and siting methods.
- (6) Require developers to limit construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.
- (7) Within the North Central Neighborhood, encourage land uses and construction techniques that are tolerant of and compatible with the high noise and vibration levels generated by aircraft.

#### **8-04      STRATEGIES**

##### **8-04-01      Residential Neighborhood Protection**

- (1) Protect and preserve residential neighborhoods by:
  - (a) Adopting appropriate regulations, plans and procedures, and working with neighboring jurisdictions to ensure that proposed land use changes and infrastructure improvements include measures necessary to mitigate their adverse environmental impacts, including, but not limited to the effects on ground and surface water quality, vehicular traffic, noise levels, and air quality.
  - (b) To the extent permitted by state and federal law, ensuring that land use changes and infrastructure improvements do not subject residential neighborhoods to environmental noise exposure levels which exceed an Ldn of 55 dBA, or existing levels as of April 20, 1995 or the date of this plan, whichever is greater.
  - (c) To the extent permitted by state and federal law, ensuring that land use changes and infrastructure improvements do not subject residential

neighborhoods to environmental noise exposure levels which exceed an Ldn of 55 dBA, or existing levels as of April 20, 1995, or the date of this plan, whichever is later.

**8-04-02      Historic Preservation**

- (1) Protect and preserve historic properties and archeological sites by:
  - (a) Establishing a program for designating locally significant properties and archeological sites.
  - (b) Periodically reviewing historic properties and archeological sites for characteristics that support designation as being of local significance.
  - (c) Ensuring nearby land and transportation proposals include mitigation measures commensurate with the magnitude of the adverse impact anticipated.
  - (d) To the extent permitted by state and federal law, ensuring that land use and transportation proposals do not subject historic and archeological sites of local significance to environmental noise exposure levels of Ldn of 65 dBA, or existing levels as of April 20, 1995, whichever is higher. To the extent permitted by state and federal law, a reduction in the environmental noise level (greater than 65 Ldn) that existed as of April 20, 1995 or the date of this plan, which ever is later, should become the maximum environmental noise level.
  - (e) To the extent permitted by state and federal law, requiring sponsors of any land use or transportation proposal that would expose historic and archeological properties of local significance to environmental noise levels of an Ldn of between 55 dBA and 65 dBA to submit a site-specific study addressing the uses of the particular resource, its historic or cultural significance, and the direct and indirect effect which noise may have upon the resource.

**8-04-03      Property Acquisition Areas**

- (1) Protect the health and welfare of Des Moines citizens, and maintain the economic and social integrity of our communities by:
  - (a) Identifying land parcels likely to be acquired by public entities and designate each for open space, public facilities, or commercial use.
  - (b) Revising the Zoning Code to establish a zoning district for parks, recreational areas and public facilities.
  - (c) Revising land use plan and zoning ordinances to prohibit or restrict the establishment of new commercial land uses upon properties acquired by public entities, except to the extent otherwise provided in state and federal



law, unless the City makes a finding that such land uses are of value to the City and should be permitted. Areas already identified as business park or for commercial uses may remain designated as such.

**8-04-04      Noise**

- (1) Protect the health and welfare, and quality of life of Des Moines citizens by:
  - (a) Enacting city-wide land use compatibility guidelines and criteria for the consideration of noise impacts in all planning and zoning decisions.
  - (b) Taking appropriate legislative and regulatory action to ensure that environmental noise levels not exceed the most stringent of federal, state, and local standards.
  - (c) Taking appropriate legislative and regulatory action to require the buffering of noise from noise generating land uses through substantial berming, landscaping, setbacks, tree planting, and building construction and siting methods.
  - (d) Taking appropriate legislative and regulatory action to require building contractors to limit construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.
  - (e) Taking advantage of every opportunity to work with the Port of Seattle (POS) and the Federal Aviation Administration (FAA) to promote the development and implementation of airport operational procedures that will decrease the adverse noise effects of airport operations on the City and its residents.
  - (f) Maintaining a noise attenuation program through the incorporation of structural modifications to reduce sound transmissions from both inside and outside sources.
  - (g) Maintaining an ordinance requiring insulation and other noise reducing construction techniques as part of the building permit process.

## CHAPTER 9: NORTH CENTRAL NEIGHBORHOOD ELEMENT

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### **9-01**      **GOALS**

**9-01-01**      To ensure compatibility between business park uses and the surrounding areas, including the Des Moines Creek basin, through careful planning and the mitigation of potential adverse environmental impacts.

**9-01-02**      To ensure that land development is consistent with the Goals, Policies, and Strategies of the City of Des Moines Comprehensive Plan.

### **9-02**      **BACKGROUND AND CONTEXT**

**9-02-01**      Although all of Des Moines is adversely impacted by aircraft noise related to Seattle-Tacoma International Airport (STIA), the area between 16th and 24th Avenues South is directly within the aircraft flight path and is particularly heavily impacted.

**9-02-02**      The area north of S. 216th Street is so severely affected that the Port of Seattle (POS) purchased and removed what was once a well developed single family neighborhood. This process was completed in 1993. This neighborhood buyout has left the area substantially cleared of structures.

**9-02-03**      Because the Port of Seattle did not expand its acquisition and removal program the area south of S. 216th Street remains in private and City ownership.

**9-02-04**      South of S. 220th Street, noise impacts are also severe. However, land within this area is currently committed to single family and institutional uses (schools, fire station, etc.).

**9-02-05**      Vehicular access for business park development is currently problematic. The existing regional arterial network contains insufficient road capacity to serve the traffic volumes that would be generated by full development of the North Central Neighborhood and SeaTac's ABC/Business Park uses. Primary access to the neighborhood is now provided by S. 216th Street, a two-lane, east-west roadway. However, traffic generated by business park uses would be traveling primarily to/from the north or south. Primary north-south routes in this area already experience high traffic volumes and high congestion levels during peak travel periods.

**9-02-06**      To provide improved access to this area, including to the airport, Des Moines, Port of Seattle, City of SeaTac, State Department of Transportation (WSDOT), and other public agencies are studying the need for and feasibility of: 1) extending State Route 509, 2) providing a new south access highway to the airport; and 3) an improved arterial street to serve future commercial development south of the airport. The Draft Environmental Impact Statement (DEIS) was published in 1995. A preferred alternative has been selected.

**9-02-07**      The North Central Neighborhood contains four Subareas, each with its own distinct characteristics, opportunities, and limitations. The Subareas are shown in Figure 9-1 and described below:

- (1) **Des Moines Creek Subarea.** This Subarea includes approximately 38 acres in the northwest corner of the North Central Neighborhood. As its name implies, this area includes land within and adjacent to Des Moines Creek and its ravine. Also included is land north and west of the ravine that is separated from the remainder of the North Central Neighborhood by Des Moines Creek. Most of this Subarea area is heavily vegetated with native growth. A large portion of the area is publicly owned (Des Moines Creek Park) and a pedestrian/bicycle paved trail (Des Moines Creek Trail) has been completed. Phase 2 work is currently underway and will extend Des Moines Creek Trail to the Beach Park.
- (2) **North Subarea:** This Subarea is the largest in the North Central Neighborhood, containing approximately 85 acres. It is bounded by S. 208th Street to the north, 24th Avenue S. to the east, S. 216th Street to the south, and undeveloped State Route 509 right-of-way and Des Moines Creek Park to the west. The area contains the bulk of the POS buy out properties.
- (3) **South Subarea:** The South Subarea contains approximately 55 acres and is bounded by S. 216th Street to the north, 24th Avenue S. to the east, S. 220 Street to the south, and undeveloped State Route 509 right-of-way to the west. A variety of land uses are found in this Subarea. A small cluster of single family homes on smaller lots are located in the northeast corner and a large apartment complex is located in the northwest corner.
- (4) **West Subarea:** This Subarea contains most of the undeveloped State Route 509 right-of-way that traverses the North Central Neighborhood, and includes land to the west of the right-of way. The area comprises approximately 54 acres. Except for several single family homes, the area is largely undeveloped.

**9-02-08** Business park development will require the extension of utilities, most predominantly sewer, water, electric power, telephone and natural gas. It is also possible that in order to adequately serve new business park development, off-site improvements to utility systems may be necessary.

**9-02-09** The North Central Neighborhood is within the Des Moines Creek and Massey Creek basins, each of which has a history of flooding and water quality problems. Studies completed for Massey Creek and Des Moines Creek include the Lower Massey Creek Flood Alternative Analysis (1994), the Des Moines Creek Basin Plan (1997), and Water Quality Monitoring Plan (conducted on streams city-wide from 1994-1999).

**9-02-10** Because of the large amount of undeveloped land in the North Central Neighborhood, there is significant potential for developing park and recreation facilities. To the degree allowed by law, the development and public dedication of such facilities could be made a condition of future business park development. Such a condition would allow the public to share in the benefits associated with allowing more intensive development upon land previously occupied by a low-density residential neighborhood.

**9-02-11** The West Subarea represents a potential resource for park development or for public facilities because it is separated from the other Subareas by the State Route 509 right-of-way. Because of this separation, the West Subarea is not well situated for business park development. Instead, the area could provide an extension of the park land in the Des Moines Creek Subarea, and may be suitable for active recreation activities. Even if all or a portion of the right-of-way is not used for a highway, park development or other public use of the right-of-way and lands to the west would be an asset to the community. Such development also would provide a buffer between the business park uses in the North Subarea and residential uses to the west.

## **9-03** **POLICIES**

**9-03-01** Allow business park-type land uses and recreational facilities within the North and South Subareas.

**9-03-02** Allow a mixture of uses within business parks, including offices, wholesale trade, light manufacturing, research and other related uses. Permit recreational facilities, including sport facilities with related retail uses. Because of the potential for excessive truck traffic and large, unsightly buildings, allow warehousing only as an accessory use to permitted uses. Within the South Subarea, do not allow retail uses except for restaurants and other businesses that serve business park uses and employees. Within the North Subarea allow for large retail uses as part of an adopted Master Plan. Prohibit or limit businesses that create negative off-site impacts such as air or water pollution, excessive noise, light and glare impacts, odors, or significant health hazards.

**9-03-03** Ensure that new business park uses include the development and dedication of park and recreational facilities.

**9-03-04** Preserve the Des Moines Creek and West Subareas for park development and as a natural area. Acquire lands within Des Moines Creek Subarea, the West Subarea, and the South Subarea for future park development.

## **9-04** **STRATEGIES**

**9-04-01** Plan development within each of the Subareas as separate but coordinated units. Require City Council approval of a Subarea master plan prior to any business park development within the Subareas except the south Subarea. Consider updating this Neighborhood Element as necessary to ensure that future master plans are coordinated with approved master plans. Upon Council approval of master plans, authorize administrative approval of development upon individual sites when such development conforms to the approved master plan.

**9-04-02** Work cooperatively with other affected agencies during the evaluation, siting, and construction of new roadway improvements.

**9-04-03** Encourage or require that improved north-south vehicular access be developed either prior to, or concurrently with, new business park development. Allow partial business park development prior to completion of a new north-south access road only if additional traffic

on existing arterials would not substantially increase congestion. When appropriate, require business park developments to contribute funds toward the cost of the off-site roadway improvements based on the proportionate share of future vehicle trips, or the added property value created by the roadway improvement.

**9-04-04** Prior to approval of any development, require applicants to submit traffic reports that identify the potential impacts to the surrounding arterial street network and the appropriate mitigating measures.

**9-04-05** Require that business park developments include transportation demand management (TDM) measures, such as bus pass subsidies, preferential parking for car and van pools, flextime, bicycle parking, and ride match services.

**9-04-06** Ensure that new development within each Subarea be served by an internal system of public rights-of-way that minimize the impact upon surrounding arterials and residential areas. Require that access to individual developments be exclusively from the internal street systems.

**9-04-07** Design ingress and egress for each Subarea to prevent additional traffic on S. 216th Street, west of the North Central Neighborhood, and on 24th Avenue S., south of S. 216th Street. Prohibit or limit developments that will generate excessive amounts of traffic on S. 216th Street, west of the North Central Neighborhood, or on 24th Avenue S., south of S. 216th Street.

**9-04-08** Design new arterial streets within or adjacent to the North Central Neighborhood so that access to internal, local-access streets within each Subarea will be from the new arterial(s).

**9-04-09** Locate and design SR 509 and 24<sup>th</sup> Avenue interchanges that extend through or are adjacent to the North Central Neighborhood to: 1) provide direct access to and from the neighborhood; 2) alleviate existing traffic problems in the vicinity; 3) provide improved access for the greater community; and 4) not serve as the sole south access to SeaTac International Airport.

**9-04-10** Prohibit vehicular access to or from S. 220th Street, and limit access to 24th Avenue S. south of S. 216th Street.

**9-04-11** Ensure that new developments provide for convenient pedestrian access to exterior arterials, particularly those with transit routes.

**9-04-12** Require that the planned street and development pattern include relocation of existing utilities. Ensure that master plans include an analysis of all utility needs, including on

and off-site improvements. At the time of development, require the undergrounding of existing and new utility lines, including those on adjacent streets. Promote an equitable distribution of utility improvement costs among all business park developments.

**9-04-13** Require that drainage systems be designed consistent with the King County Surface Water Manual, the Des Moines Creek Basin Plan, the Massey Creek Flood Control

Management Study and other applicable drainage plans. Require that development maintain the existing direction of surface water flow within existing basin boundaries. Ensure that all surface water runoff be collected and detained to prevent any off-site flooding or adverse water quality impacts. Require drainage systems that utilize biofiltration to maintain water quality and that incorporate drainage features into on-site water amenities.

**9-04-14** Closely regulate extensive outdoor storage areas through the master plan process. Allow small areas for outdoor storage when the area is well screened from adjacent residential properties and public rights-of-way. Recommend or require that loading areas be oriented away from adjacent residential areas and perimeter arterials. Encourage indoor storage areas.

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## CHAPTER 10: MARINA DISTRICT ELEMENT

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### Vision Statement for the Downtown Marina District:

*The Marina District – the Downtown, Marina and Beach Park – is the historic and cultural center for Des Moines. A revitalized Downtown with a small-town charm reflecting the City’s rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. The Marina District Design Guidelines encourage private participation and public art to reflect and celebrate the City’s unique location and maritime heritage.*

#### **10-1**            **GOALS**

**10-01-01**        Ensure that Marina District will be:

- (1)    The civic and cultural center for the City.
- (2)    A revitalized neighborhood with a small-town charm reflecting the City’s rich history and inviting new businesses, development shoppers and residents.
- (3)    Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.
- (4)    Aesthetically pleasing with design standards and public art to reflect and celebrate the City’s unique location and maritime heritage.
- (5)    Pedestrian-friendly with improved access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street.
- (6)    A residential as well as commercial neighborhood.
- (7)    A neighborhood that takes advantage of its waterfront location.
- (8)    A neighborhood with numerous opportunities for passive outdoor recreation.
- (9)    An area with views of Puget Sound and the Olympic Mountains.
- (10)   A neighborhood where redevelopment and the introduction of new businesses is encouraged when such activities compliment and implement adopted goals and policies.

**10-01-02**        Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.

**10-01-03**        Optimize Des Moines’ prime waterfront location and City views through the enhancement of cultural opportunities and experiences.



## **10-02        BACKGROUND AND CONTEXT**

**10-02-01**        Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. The Marina provides limited recreational opportunities for non-boaters.

**10-02-02**        The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (Figure 2-3). Single family residential neighborhoods abut the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District have views of Puget Sound and the Olympic Mountains.

**10-02-03**        The Marina District is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. Some buildings in the neighborhood are in a state of disrepair. Several properties are vacant or have minimal physical improvements, such as those properties fenced for boat storage.

**10-02-04**        The Land Use Element of the City of Des Moines Comprehensive Plan includes a land use map for the Marina District (Figure 2-3). Other policies within the adopted Land Use Element that relate to the Marina District include:

- (1)        Multiple family dwellings should also be encouraged in conjunction with commercial developments within the Downtown Commercial Zone (D-C Zone), provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.
- (2)        Promote new development and redevelopment within the commercial district to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
- (3)        Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users or promote public access to the shoreline.

## **10-03        POLICIES**

**10-03-01**        Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.

**10-03-02**        Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.

**10-03-03**        Promote a pedestrian-friendly sidewalk environment throughout downtown. Within the commercial zones, the sidewalk environment may include storefronts near the

sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, attractive landscaping, and integrated signs and lighting.

**10-03-04** Encourage mixed use in the D-C zone.

**10-03-05** Building height should not adversely impact the adjacent street environment or nearby land uses.

**10-03-06** Maintain 8th Avenue South as a local access street. Discourage commercial traffic from using 8th Avenue through project design and roadway improvements.

**10-03-07** Prohibit commercial uses that detract from the retail, wholesale, and service uses permitted in the D-C zone. Allow light manufacturing uses in the commercial zones when: 1) products are sold on site at retail; and 2) manufacturing activities will not adversely impact surrounding properties.

**10-03-08** Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.

**10-03-09** Ensure that off-street parking regulations reflect anticipated future demand. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

**10-03-10** Encourage new construction to incorporate design elements that provide view corridors, visual interest, and pedestrian scale. Require the terracing of upper floors of buildings.

**10-03-11** Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

## **10-04**      **STRATEGIES**

**10-04-1** Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

**10-04-2** Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

**10-04-3** Ensure that street trees are planted throughout downtown.

**10-04-4** Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

**10-04-5** Continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial zones has minimal impact upon nearby residences.

**10-04-6** Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

**10-04-7** Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

**10-04-8** Allow light manufacturing activities with ancillary on-site retail sales of the manufactured product. Do not allow manufacturing uses that adversely impact surrounding properties. (chapter 18.27 DMMC)

**10-04-9** As part of the next review of this Element, investigate the possibility of creating specific subarea plans for the Marina District.

**10-04-10** Ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture and public space as described in the *Marina District Design Guidelines* (2009).

## CHAPTER 11: PACIFIC RIDGE ELEMENT

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### **11-01**      **GOALS**

**11-01-01**      The City of Des Moines intends to transform Pacific Ridge into a new urban community that takes advantage of its geographic location, local and regional transportation linkages, stable soils, and view potential. The transformation of Pacific Ridge will include replacement of lower-scale, existing buildings with new structures that will dramatically enhance the appearance, character, economics, and safety of the area. Pacific Ridge will contain buildings and open spaces designed for pedestrians as well as the motorist. Pacific Ridge will be an area of businesses and residences. New buildings may be five to eight stories in height along Pacific Highway emphasizing retail and office uses. Between the development along Pacific Highway and Interstate 5, buildings may be 8 or more stories in height emphasizing residential high-rise home ownership with green open spaces and view corridors. This new community will exhibit superior design features that make Pacific Ridge inviting to residents and businesses, complement other areas of Des Moines, and foster community pride.

### **11-02**      **BACKGROUND AND CONTEXT**

**11-02-01**      The Pacific Ridge area is located along Pacific Highway South and between 24<sup>th</sup> Avenue South to the west, Interstate 5 to the east, South 212<sup>th</sup> Street to the north, and Kent-Des Moines Road to the south (see Figure 2-7 within the Land Use Element). Nearby regional transportation facilities (existing and planned) provide excellent access to the area. Pacific Ridge's topography and elevation provide excellent opportunities for views of Mount Rainier, Puget Sound, and the Olympic Mountains.

**11-02-02**      Extensive roadway improvements have been completed for this portion of Pacific Highway South. These improvements represent considerable public investment in the area's infrastructure and will improve traffic flow/capacity and vehicular/pedestrian safety, and will significantly enhance the appearance of this area.

**11-02-03**      Many Pacific Ridge properties are not improved to the extent presently allowed by the City of Des Moines Comprehensive Plan and the Zoning Code. Many properties are improved with older buildings and are likely to be redeveloped in the near future.

**11-02-04**      Due to its location and proximity to several major transportation linkages, age of buildings, other social and economic factors, Pacific Ridge represents an opportunity to increase density without the adverse impacts that may occur elsewhere in the City.

### **11-03**      **POLICIES**

**11-03-01**      For commercial properties south of South 216<sup>th</sup> Street, encourage retail and employment uses, but also allow dwellings over street-level commercial uses (mixed use) in this area. Allow multifamily development (with minor and incidental commercial uses) on properties south of South 216<sup>th</sup> Street that do not front upon Pacific Highway South. Allow for limited

townhouse development east of 30<sup>th</sup> Avenue with Council approval. Do not allow residential uses north of South 216<sup>th</sup> Street.

**11-03-02** Encourage developers to take advantage of increased building heights in this neighborhood to enhance land value, promote redevelopment, expand view opportunities, and to accommodate household growth targets specified by the Countywide Planning Policies for King County.

**11-03-03** Encourage land uses that promote long-term residency and activity during both daytime and nighttime hours, such as mixed-use buildings and condominium dwellings.

**11-03-04** Ensure new development includes mitigation measures to offset adverse impacts to the natural and built environment that would otherwise occur. Ensure that new construction does not result in undue adverse impacts upon nearby land uses, and that infrastructure and municipal services are available to serve new land uses.

**11-03-05** Encourage new construction to mitigate adverse impacts relating to displacement of affordable housing. Encourage homeownership, and affordable homeownership, within Pacific Ridge.

**11-03-06** Ensure that development requirements, land use review procedures, and mitigation measures do not unnecessarily hinder redevelopment. Utilize innovative land use review techniques/procedures to minimize timeframes and uncertainty during permit review. Examples of such techniques/procedures include: streamlined environmental review; optional DNS; impact fees, etc.

**11-03-07** Promote redevelopment of Pacific Ridge properties to attract new or expanded businesses and commercial development to Pacific Ridge.

**11-03-08** Ensure that public and private development continues the pedestrian-friendly environment envisioned by the Pacific Highway South Roadway Improvement Project. Ensure compliance with the state Barrier-Free Regulations.

**11-03-09** Expand recreational opportunities in or near Pacific Ridge.

**11-03-10** Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and mass transit. Coordinate City-sponsored transportation improvements via the Comprehensive Transportation Plan and the Capital Improvement Program.

**11-03-11** Coordinate with Sound Transit and the Cities of Kent, SeaTac and Federal Way on the extension of light rail through Des Moines.

**11-03-12** Promote a pedestrian-friendly sidewalk environment throughout Pacific Ridge. The sidewalk environment may include storefronts near the sidewalk, consolidated and/or shared vehicular access, public open space, attractive landscaping, and integrated signs and lighting. Promote safe and direct pedestrian access between Pacific Highway South and nearby properties.

**11-03-13** Ensure that off-street parking regulations reflect anticipated future demand. Require off-street guest parking for multifamily developments. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

**11-03-14** Encourage the development and use of gateway features, focal points, and unique design features that contribute to the identity of Des Moines and Pacific Ridge.

**11-03-15** Require that new construction contain and exhibit high-quality design elements and building materials as outlined by the Pacific Ridge Design Guidelines.

**11-03-16** Enhance personal and property safety through development regulation, including use of crime prevention through environmental design (CPTED) guidelines or regulations.

**11-03-17** Encourage new construction to incorporate design elements that provide view corridors, visual interest, pedestrian scale, and features which minimize impacts associated with building height, bulk, and scale. Require the terracing of upper floors of buildings.

**11-03-18** Encourage new development to include public benefit features such as plazas and courtyards with outdoor seating, hill-climbs, overhead weather protection, public art, etc.

## **11-04**      **STRATEGIES**

**11-04-01** Amend the Des Moines Municipal Code (DMMC) and the City of Des Moines Comprehensive Plan as necessary to maintain consistency with and implement this Element.

**11-04-02** Encourage land assemblage (lot consolidation) so that larger-scale development proposals can be considered, and to minimize instances where “hold-out” properties do not contribute to the emerging character of the area. When new construction is proposed, encourage or require that internal property lines within building sites be removed. Discourage further division of parcels when such proposals are inconsistent with Pacific Ridge policies and/or regulations.

**11-04-03** Do not allow the establishment of new land uses that are inconsistent and/or incompatible with this Element, such as: automobile towing, commercial parking lots, automobile sales, car washes, and drive-through facilities. Allow a limited number of gasoline stations, automobile repair uses, and retail tire sales.

**11-04-04** Encourage or require that new development include mitigation measures relating to displacement of affordable housing. Encourage new residential development to offer owner-occupied dwellings.

**11-04-05** Encourage or require use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic. Ensure that land use policies and regulations are consistent with the controlled-access requirements of the Washington State Department of Transportation (WSDOT).

**11-04-06** Encourage transit service to Pacific Ridge, such as nearby park-and-ride lots, direct bus service to light and heavy rail transit stops, bicycle corridors, to and from transit nodes, etc.

**11-04-07** Support a light rail alignment on or east of the SR 99 center median, or along 30th Avenue South, provided a light rail stop is added in the vicinity of South 216th Street; or designate the west margin of Interstate 5 as the light rail corridor through Pacific Ridge. Work with Sound Transit to establish a light rail stop in the vicinity of S 216<sup>th</sup> Street.

**11-04-08** Ensure that street trees are planted throughout the Pacific Ridge.

**11-04-09** Extend Midway Park to the east, and to the west to Pacific Highway South. Provide pedestrian connections between Midway Park, Pacific Highway South, and the Steven J. Underwood Park complex.

**11-04-10** Align City and outside resources, including in-lieu multifamily recreation fees, to improve and/or expand recreation opportunities and open space in and near Pacific Ridge. Examples of potential improvements include: 1) enlarging Midway Park; 2) improving the Sports Park complex adjacent to Pacific Ridge; and 3) improving pedestrian connections between these facilities.

**11-04-11** Require that the comprehensive plans and capital improvement plans of the special purpose districts that serve Pacific Ridge reflect the build-out conditions specified by this Element and all implementing policies/regulations.

**11-04-12** Coordinate with other agencies/organizations to: 1) attract new businesses in Pacific Ridge; 2) promote development and redevelopment opportunities in Pacific Ridge; and 3) encourage new construction that is consistent with this Element.

## CHAPTER 12: HEALTHY DES MOINES ELEMENT

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### **12-01 GOALS**

**12-01-01.** Participate in the Healthy Highline Communities Coalition to coordinate with surrounding communities to improve access to physical activity and healthy foods, and facilitate the long-term implementation of the Healthy Des Moines Initiative.

**12-01-02.** Develop public, private and non-profit partnerships to support the goals of and sustain the Healthy Des Moines Initiative.

### **12-02 BACKGROUND AND CONTEXT**

In the past decade, there has been an overall increase of obesity and chronic diseases in King County. Data show that people living in South King County bear a disproportionate burden of poor health and poverty compared to other parts of the County.<sup>1</sup>

In 2010, the City of Des Moines partnered with Public Health Seattle and King County; the cities of Burien, SeaTac and Normandy Park; and the Highline School District, to form the Healthy Highline Communities Coalition (HHCC). The HHCC is working to coordinate healthy resources available in our communities and to help our citizens take the necessary steps to become healthier by consuming more nutritious foods and engaging in more physical activity.

#### **12-02-02 Des Moines' Healthy Community Gaps**

Poor nutrition and lack of physical activity are primary risk factors for obesity and chronic diseases like diabetes, heart disease and certain cancers. While people's health is influenced by personal decisions, it is also shaped by how our community is designed and built, such as land use, the transportation systems, and the location of parks, recreation facilities, public buildings, and other services. National research has shown that in communities where healthy food options like fresh fruits and vegetables are available, residents have better diets and lower rates of obesity and diet-related chronic disease. Similarly, people tend to be more active when they can easily access key destinations such as parks, schools, workplaces, and shops by walking and biking.

Assessment data show that Des Moines has an "unbalanced food environment" – that is, there are far more opportunities to buy junk food and fast food than "healthy food." From a public health perspective, this means that Des Moines residents have a higher exposure to unhealthy foods than to nutritious foods.<sup>2</sup> In addition, there are low income areas that are not within reasonable walking distance (i.e., > one-half mile) of a grocery store or market that provides fresh food.

A current conditions assessment for Safe Routes to School near Des Moines' elementary schools (Midway, Des Moines, North Hill, Woodmont, and Parkside) shows that some improvements

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<sup>1</sup>Public Health – Seattle & King County website, Burien/Des Moines Health Planning Area data and maps available at: <http://www.kingcounty.gov/healthservices/health/partnerships/cppw/kcprofile.aspx> (last accessed 8/22/11)

<sup>2</sup> Martin, Kara E., et al., *The Food Landscape in Des Moines, Washington*. September 2011.



along the roadside, such as sidewalks or even widened shoulders are needed to make it easier and more comfortable for children and their families to safely walk and bike to school.<sup>3</sup>

### **12-02-03      Bridging the Gaps through Policy, Systems and Environment Changes**

The City of Des Moines' policies relating to land use, food access and the transportation system have a strong influence on people's lifestyles and in promoting a healthy community. Goals, policies and strategies within the Healthy Des Moines Element as well as those within Chapter 2 – Land Use Element, Chapter 3 – Transportation Element, and Chapter 6 – Parks, Recreation, and Open Space Element provide a framework and identify the actions for making the necessary changes to build a healthy, vibrant Des Moines that fosters an environment for healthy eating and active living within our community.

### **12-03      POLICIES**

**12-03-01**      Support policy, systems, and environmental changes that result in increased access to healthy foods, with an emphasis on school-age children.

**12-03-02**      Provide healthy food and beverages in City-sponsored meetings and programs and at City facilities to promote balanced food choices.

**12-03-03**      Continue to support the Des Moines Food Bank, Farmers Market and other organizations that help provide food assistance to low-income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other non-processed food.

### **12-04      STRATEGIES**

**12-04-01**      Adopt a Healthy Food Resolution and create a long-term action plan.

**12-04-02**      Implement nutritional standards and healthy food procurement policies in City owned and operated facilities and across departments.

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<sup>3</sup> SvR Design Company and Alta Planning and Design, *Safe Routes to School Project Lists/Communities Putting Prevention to Work* August 2011.

## **Appendix A: Des Moines Housing and Population Data**

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# A-1: 2004 Washington State Office of Financial Management Housing and Population Estimates for the City of Des Moines

	Total Units	1-Unit	2-unit	3 & 4- Unit	5 or more Unit	Mobile Homes/ Trailers	Special Housing
1. 2000 Base Census Housing	11,777	6,964	196	619	3,544	390	64
2. Net Housing Unit Change <sup>1</sup>	163	159	14	0	16	-29	3
3. Housing Estimate	11,940	7,123	210	619	3,560	361	67
4. Occupancy Rate	0.948	.968	.721	.963	.929	.831	1.000
5. Occupied Units = (3)*(4)	11,316	6,895	151	596	3,307	300	67
6. Household Size	2.476	2.750	2.060	2.654	1.920	2.360	1.493
7. Household Population = (5)*(6)	28,017	18,965	311	1,582	6,351	708	100
8. Group Quarters Population	1,003						
9. All Population	29,020						

2004 Population **29,020**

<sup>1</sup>Base Census to Estimate Year

## Definitions:

**Group Quarters:** Persons in Group Quarters are persons living in nursing homes, mental and correctional institutions, dormitories, military barracks, military vessels, jails (if sentenced for six months or more with no usual residence), or other types of group living situations

**Housing Unit:** One or more rooms intended for permanent occupancy as separate living quarters. Occupants must live separately from everyone else in the building and have direct access from the outside or through a common hall.

**Special Housing:** Special Housing units are recreational type housing such as travel trailers, RVs, boats and other unusual places not intended to be used for permanent living - only counted when occupied by persons with no other usual home.

Source: Washington State Office of Financial Management. 2000. *Washington State Census Tabulation Manual*. Accessed at: <http://www.ofm.wa.gov/pop/annex/tabulationmanual/tabulationhtml.htm>

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## **Appendix B: City of Des Moines Buildable Lands Report (2002-2012) and Household Growth Targets (2002 – 2022)**

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## **B-1: Purpose and Background**

The Growth Management Act requires that all Cities and Counties planning under GMA provide estimates of future population growth in their Comprehensive Plan Land Use element (RCW36.70A.070 and WAC365-195-605). The Washington State Office of Financial Management produces 20-year population projections for each County every ten years. It is the County's responsibility to allocate the projected population growth to its cities and unincorporated areas based on their analyses of residential capacity.

Residential Capacity refers to the number of additional housing units that can be accommodated on vacant and redevelopable land. Land capacity was calculated by each jurisdiction on a zone-by-zone basis, and then summarized into single family and multifamily categories.

Projected population for King County was allocated to each City in the form of household growth targets. Each City is assigned a number of housing units or households that it must accommodate within the following 20 years. Each City must then plan to accommodate their allocated growth within their City.

In 1994 the King County Countywide Planning Policies (CPPs) set "growth targets" for households and jobs. Each target is the amount of growth to be accommodated by a jurisdiction during the 20-year Growth Management planning period. The residential targets were expressed as a range of households for each jurisdiction to accommodate between 1992 and 2012.

In 1997, the Washington State legislature adopted the Buildable Lands amendment to the Growth Management Act, (RCW 36.70A.215). The amendment requires six Washington counties (including King) and their cities (including Des Moines) to determine the amount of land suitable for urban development, and evaluate its capacity for growth, based upon measurement of five years of actual development activity. Des Moines compiled and analyzed their data on development, land supply and capacity. The first buildable lands reports were submitted in September 2002.

In January 2002, the Washington State Office of Financial Management (OFM) promulgated a new set of population forecasts for whole counties, out to 2025. These changes prompted an 18-month process in King County to develop new growth targets by jurisdiction. A committee of planning directors developed new principles, methodology, and target numbers. The Des Moines Buildable Lands Report is provided in section B-2 below. The new 20-year growth targets for The City of Des Moines are shown below in section B-3:



## B-2: City of Des Moines Buildable Lands Report (2002)

### Residential

#### Net New Units: 1993 – 2000

During this eight-year period, 616 net new units were permitted in the area now comprised by the City of Des Moines. Approximately 421 net new housing units were built during the 1996 – 2000 period. This includes 8 additional units added to an existing complex.

1996 – 2000				1993-1995	TOTAL
Gross Permitted Units	Any Other New Units (ADUs, Conversions, etc.)	Demolitions	Net New Units '96-2000	Net New Units 1993 – 1995	Net New Units: 1993 - 2000
437	8	(24)	421	195	616

#### Residential Development Activity

As measured by permit activity, the average density achieved in single-family zones, during the past five years was 4.1 dwelling units per acre. Plat activity shows an achieved density of 4.9 du/acre in single-family zones. In multifamily zones, permit activity achieved an average density of 28.7 du/acre.

1996 – 2000 Residential Permit Activity						1996 – 2000 Residential Plat Activity					
Single Family Zones			MultiFamily and Mixed Use Zones			Single Family Zones			MultiFamily and Mixed Use Zones		
Net Acres Permitted	Total Number of Units	Avg. Permit Density	Net Acres Permitted	Total Number of Units	Avg. Permit Density	Net Acres Platted	Total Number of Lots	Avg. Plat Density	Net Acres Platted	Total Number of Lots	Avg. Plat Density
(D.U. / Acre)			(D.U. / Acre)			(Lots / Acre)			(Lots / Acre)		
36.37	149	4.1	10.02	288	28.7	19.93	97	4.9			

In order to calculate land capacity from existing land supply, Des Moines used the densities noted in the following table:

Assumed Future Residential Densities			
Zoning	Achieved DUs/Acre	Assumed DUs/Acre	Reasons/Documentation
SE	1.25	2.50	Higher assumed density reflects the fact that parcels remaining in inventory are largely constrained by critical areas, creating opportunities for net densities on unconstrained portions of parcels significantly higher than gross density allowance under current zoning.
R-SR		2.50	No activity. Adopt assumed density of SE due to similarity of designations.
RS7200	5.17	5.17	
RS8400	4.76	4.76	
RS9600	3.91	3.91	
RS15000	3.66	2.52	Achieved density based on 3 pmts. Assumed density re-calculated based on yield in other zones of approximately 87% of zoned density.
RA3600	4.82	10.44	Achieved density based on only 4 permitted units. Too small of a sample. Assumed density recalculated based on yield in other zones of approximately 87% of zoned density.
RM2400	31.68	15.79	Achieved density based primarily on one permitted project approved under KC development regs. Assumed density re-calculated based on yield in other zones of approximately 87% of zoned density.
RM1800		21.05	No activity. Assumed density re-calculated based on yield in other zones of approximately 87% of zoned density.
RM900	22.86	22.86	

Assumed Future Residential Densities			
Zoning	Achieved DUs/Acre	Assumed DUs/Acre	Reasons/Documentation
CC		30.00	No activity. Assumed future density based on achieved density in DC zone, as well as on achieved densities in comparable zones in other south county cities.
DC	33.64	33.64	
PR-R		30.00	No activity. Assumed future density based on achieved density in DC zone, as well as on achieved densities in comparable zones in other south county cities.
PR-C1		30.00	No activity. Assumed future density based on achieved density in DC zone, as well as on achieved densities in comparable zones in other south county cities.

## Residential Land Supply

After deducting constraints, Des Moines has about 288 net acres of vacant and redevelopable land. With an adjustment for market variables, about 255 acres of this land is potentially available for development during the planning period. In single-family zones, after market factor adjustments, there are about 193 acres of land and in multifamily zones there are about 25 acres. Deductions and market factor adjustments for mixed-use land were made before apportioning it to residential and commercial uses.

	Residential Land Supply						
	Gross Acres	Deductions				Market Factor	Adjusted Net Acres
		Critical Areas	ROWS / Other	Public Purposes	Net Acres		
	Acres	Acres	%	%		%	Acres
SF Vacant	232.34	138.14	10%	5%	80.07	20%	72.06
SF Redevelopable	292.03	124.18	10%	5%	142.67	15%	121.27
MF Vacant	22.01	4.84	5%	5%	15.45	10%	13.90
MF Redevelopable	23.29	9.10	5%	5%	12.77	15%	10.86
MU Vacant	9.85	All deductions and market factors applied before dividing into commercial / residential acres			9.85		9.85
MU Redevelopable	27.38				27.38		27.38
Total Residential	606.90	276.26			288.20		255.32

## Residential Capacity

Des Moines has capacity for 2,013 new housing units given its current land supply and zoning, 646 of these units are in single-family zones and 288 are in multifamily zones. There is also capacity for 1,079 residential units in all of Des Moines mixed-use zones.

Zone	Capacity in Single Family Zones					Capacity in Multifamily Zones				Total Capacity in MF Zones	Total in Mixed Use Zones	Total Capacity
	0-2 du / acre	2-4 du / acre	4-6 du / acre	6-8 du / acre	Total Capacity in SF Zones	8-12 du / acre	12-18 du / acre	18-30 du / acre	30-48 du / acre	Total Multifamily	Total Mixed Use	
Net Acres of Land	16.24	10.17	166.92		193.33	12.79	10.09	0.87	1.02	24.77	37.22	255.32
Density	2.5	3.91	4.76-5.17			10.44	15.79	21.05	22.86			
Capacity in Units	41	40	846		926	135	160	18	23	335	1,135	2,396
Minus Existing Units on Redevelopable Parcels	(11)	(11)	(258)		(280)	(15)	(18)	(3)	(11)	(47)	(56)	(383)
Net Capacity	30	29	588	--	646	119	142	15	12	288	1,079	2,013

### Residential Capacity Analysis

Des Moines has a total residential capacity of 2,013 units. Its remaining target to 2012 is 1,576 units. This amounts to a surplus capacity for 437 units over the target. Des Moines achieved about 28% of its target in the first eight years of the twenty-year planning period.

Residential Capacity in Relation to Target					
Net New Units: 1993 – 2000	20 Year Housing Target	Percent Achieved	Remaining Target	Current Residential Capacity	Surplus or Deficit in Relation to Target
616	2,192	28%	1,576	2,013	437

### **Commercial and Industrial**

#### Net New Jobs: 1995 – 2000

Des Moines has gained a net of 569 new jobs during the most recent five years, 1995 to 2000, of the 1992-2012 planning period. Total employment growth from 1992 to 2000 is likely to be somewhat larger than this increase.

Employment 1995	Employment 2000	Jobs Net New
5,277	5,846	569

#### Commercial and Industrial Development Activity

Des Moines achieved an average floor area ratio (F.A.R.) of approximately .22 over all its commercial zones.

Commercial and Industrial Development: 1996 -2000						
	Gross Site Area	Constraints	Net Site Area	Net Site Area	Floor Area	Achieved F.A.R.
	Acres	Acres	Acres	Sq. Ft.	Sq. Ft.	Floor Area / Net Site Area in Sq. Ft.
Commercial	12.17	-	12.17	530,125	116,067	0.22
Industrial	No Industrial Development					
Total C & I Development	12.17	-	12.17	530,125	116,067	0.22

Details on achieved F.A.R. by zone, and assumptions for future F.A.R. by zone are included in the table below.

Assumed Future Non-Residential Densities			
Zoning	Achieved FAR	Assumed FAR	Reasons/Documentation
BP		0.18	No activity. Assumed density based on project in pipeline.
HC	0.12	0.15	Assumed density slightly higher than achieved FAR to reflect higher FAR of project in the pipeline.
CC	0.12	0.15	Assumed density slightly higher than achieved FAR to reflect higher FAR of project in the pipeline.
CG	0.12	0.15	Assumed density slightly higher than achieved FAR to reflect higher FAR of project in the pipeline.
DC	0.49	0.49	
PR-C1	0.61	0.61	
PR-C2		0.55	No activity. Assumed FAR based on achieved FARs in DC and PR-C1, which allow similar uses.
PR-R		0.50	No activity. Assumed density based on achieved FARs in DC and PR-C1 zones.

### Commercial and Industrial Land Supply

After deducting constraints, Des Moines has nearly 74 net acres of vacant and redevelopable commercial and mixed-use land. After adjusting for market factors, about 69 net acres are potentially available for development during the planning period. The largest portion of this is on commercial redevelopable land. Deductions and market factor adjustments for mixed-use land were made before apportioning it to residential and commercial uses.

	Gross Acres	Deductions			Net Acres		Market Factor	Adjusted Net Acres
		Critical Areas	ROWs	Public Purposes				
Commercial Vacant	6.16	--	5%	5%	5.54		10%	4.99
Commercial Redevelopable	31.05	--	5%	5%	27.95		15%	23.75
Industrial Vacant	--	--	--	--	--			0.00
Industrial Redevelopable	--	--	--	--	--			0.00
Mixed Use Vacant	21.87	All deductions and market factors applied before dividing into commercial / residential acres			21.87			21.87
Mixed Use Redevelopable	18.42				18.42			18.42
Total C & I Land	77.50	--			73.78			69.03

### Commercial and Industrial Capacity

Des Moines has capacity for a total of 1,931 new jobs. 56% of these jobs are in commercial zones. The City of Des Moines has not zoned for industrial development. Land area for pipeline projects was included in the land supply.

Zone	Empl. Capacity in Commercial Zones			Empl Capacity in Mixed Use Zones				Empl. Capacity in Industrial Zones	Total Job Capacity in Commercial, Industrial and Mixed Use Zones
	B-P	H-C	PR-C2	C-C	D-C	PR-R	PR-C1		
Net Land in Sq. Ft	247,417	234,518	770,104	1,222,005	125,835	45,359	361,669		
Achieved or Assumed F.A.R. (Avg.)	0.18	0.15	0.55	0.15	0.49	0.50	0.61		
Dev. Capacity in Sq. Ft.	44,535	35,178	423,557	183,301	61,659	22,680	220,618		
Net Capacity (Minus Existing Floor Area on Redev. Parcels)	44,535	20,543	416,777	170,724	(6,808)	(51,870)	220,618		
Floor Area Per Employee (Avg.)	450	350	450	350	450	450	450		
Job Capacity	99	59	926	488	(15)	(115)	490		1,931

### Employment Capacity in Relation to Target

Data on employment change for the years 1995 to 2000 indicate that Des Moines has achieved about 22% of its current twenty-year target of 2,555 jobs. After accounting for this increase, the City has a remaining target of 1,986 jobs. Des Moines's remaining capacity however can accommodate 1,931 jobs. The City is therefore short capacity for 55 jobs needed to accommodate the target.

Net New Jobs	20 yr. Job Target	Percent of Target Achieved in 5 Yrs. (25% of Target Period)	Remaining Job Target	Job Capacity	Surplus or Deficit in Relation to Target
569	2,555	22%	1,986	1,931	(55)

## B-3: New Household Growth Targets (2002 – 2022)

The growth target for the City of Des Moines is the same amount of surplus residential capacity it found in the buildable lands analysis. Therefore the City has sufficient residential capacity to accommodate its expected growth. The City Land Use policies continue to be compatible with the GMA's land use requirements.

**Table B-1. City of Des Moines Buildable Lands Residential Conclusions and Most Recent Residential Growth Target for the †**

20 Year Housing Target 1992-2012*	New Units 1993 –2003*	Remaining Target*	Adopted Household Growth Target 2001- 2022**
2,192	616	1,576	1,576

† All numbers are households

\* Source: Des Moines Buildable Lands Report (2002)

\*\* Source: King County Annual Growth Report (2003)

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## **Appendix C: Proposed Comprehensive Plan Review Schedule**

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## C-1: Proposed Comprehensive Plan Review Schedule

GMA Periodic Update	2010-11
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